

## The Honesdale Branch of the D&H



*D&H Engine No. 142, leaving the switchback and heading up the hill towards Farview and Honesdale. Written on the back of this photograph is the following text: "The first steam train ever to run on the Honesdale Branch from Carbondale to Honesdale and return after the D&H Gravity was abandoned. It was a trial run with officials and crew No Passengers". Photo in the Clift collection (Jim and Maureen Clift), Hawley, PA. Jim's grandfather, William R. Clift, is seen, second from the left, in this photograph.*

S. Robert Powell, Ph.D.

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A History of the  
**Delaware and Hudson Canal Company**  
in 24 Volumes

S. Robert Powell, Ph.D., 1974  
Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
IV	Gravity Railroad: 1868 Configuration
V	Gravity Railroad: 1899 Configuration
VI	Waterpower on the Gravity Railroad
VII	Working Horses and Mules on the Gravity Railroad
VIII	Passenger Service on the Gravity Railroad
IX	Farview Park
X	The Steam Line from Carbondale to Scranton (the Valley Road)
XI	The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)
XII	Reaching Out: D&H Steam Lines beyond the Lackawanna Valley
XIII	Troubled Times—the 1870s
XIV	Carbondale Stations, Freight Houses, and the Carbondale Yard
XV	Locomotives and Roundhouses
XVI	Rolling Stock: Freight and Passenger
XVII	Anthracite Mining in the Lackawanna Valley in the Nineteenth Century
XVIII	Breakers
XIX	The Stourbridge Lion
XX	The Honesdale Branch of the D&H
XXI	The Anthracite Coal Strike of 1902
XXII	The People: the D&H, the Community
XXIII	The Quality of Life in the Lackawanna Valley in the Nineteenth Century
XXIV	The Birth and First Maturity of Industrial America

## Acknowledgements

The newspaper collection in the archives of the Carbondale Historical Society and Museum and the Carbondale D&H Transportation Museum is an astonishing research resource. The collection covers the period from 1828 to 1980.

In 1983, S. Robert Powell and Donald W. Powell took it upon themselves to have microfilmed all of the nineteenth-century newspapers, then in the collection of the Carbondale Public Library. In the course of the following two years, the entire collection of nineteenth-century newspapers was microfilmed by Micrographics International, Inc., Hazleton, PA. Forty-three rolls of silver archival microfilm were produced, all funded by private donations.

Working copies of those forty-three rolls of microfilm were presented, in 1985, to the Carbondale Public Library. The 43 rolls of original silver archival microfilm were stored in a Carbondale bank vault from 1985 to February 16, 1990, when they were donated to The Historical Society of Pennsylvania (1300 Locust St, Philadelphia, PA 19107 Phone 215-732-6200), where, with any luck, they will be preserved forever.

On April 2, 1985, S. Robert Powell initiated a second Carbondale newspaper microfilm project, this time working with Barbara Smith, Assistant Dean of the Pennsylvania State University Libraries, to have microfilmed, as part of the "Pennsylvania Newspaper Project," all of the Carbondale newspapers from 1899 to 1980, now in the collection of the Carbondale Historical Society and Museum and the Carbondale D&H Transportation Museum.

Working with Carbondale Historical Society members Henry J. Loftus and Donald W. Powell, and with David R. Hoffman, Library Services Director of the State Library of Pennsylvania, and with William A. Hamill, Rebecca Wilson, and Suzanne Kellerman, staff members of the Pennsylvania Newspaper Project, the Carbondale Historical Society orchestrated the microfilming, by Micrographics International, Inc., in the period 1985-1988, of 90 volumes of Carbondale newspapers, covering the period 1900-1980. The original microfilms of those 90 volumes are in the holdings of the State Library of Pennsylvania (Bureau of State Library, Forum Building, 607 South Drive, Harrisburg, PA 17120-0600 Phone 717-783-5950), where, with any luck, they will be preserved forever. Kodak #1220367 vesicular positive copies of those microfilms are in the microfilm reading room at the Carbondale Public Library. This enormous microfilming project was funded by a grant from the National Endowment for the Humanities and the Pew Memorial Trust.

Were it not for the newspapers in the archives of the Carbondale Historical Society and Museum and the Carbondale D&H Transportation Museum, an astonishing research resource by anyone's reckoning, this 24-volume history of the Delaware and Hudson Canal Company would not exist.

S. Robert Powell  
November 28, 2014

## Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20<sup>th</sup> century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,\* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America’s pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

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\*The present volume focuses on *The Honesdale Branch of the D&H*. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

## **Table of Contents**

2001	Introduction
2002	October 1898
2003	November 1898
2004	December 1898
2005	January 1899
2006	February 1899
2007	March 1899
2008	April 1899
2009	May 1899
2010	June 1899
2011	July 1899
2012	August 1899
2013	September 1899
2014	October 1899
2015	November 1899
2016	December 1899—February 1900
2017	The 1901 Map of the Honesdale Branch
2018	Gravity Railroad Passenger Coaches Re-Cycled to Logging Railroad, 1904
2019	Gravity Railroad Monument, 1913
2020	Honesdale Branch Timetable, effective September 20, 1914

- 2021 1916 Map of the Honesdale Branch
- 2022 Delaware and Hudson Timetable, Honesdale Branch, 1917
- 2023 D&H Centennial, 1923
- 2024 “The Old Gravity” by a Delaware and Hudson Veteran
- 2025 *The Delaware and Hudson Company, Official List No. 25, April 1, 1917*
- 2026 D&H Veterans’ Association
- 2027 D&H Annual Report, 1930
- 2028 Closing of the Honesdale Branch, 1931
- 2029 D&H Annual Report, 1947
- 2030 1952-1953: Valley Road
- 2031 1976: D&H
- 2032 1977: D&H
- 2033 2004: Honesdale Branch
- 2034 2015: D&H
- 2035 In the Caboose
- 2036 The D&H Canal Company: Selected Bibliography

2001

## **Introduction**

The Delaware and Hudson Canal Company's Gravity Railroad ceased to exist on January 1, 1899.

With the closing of the Gravity Railroad, Planes 1-8 were no longer needed and were removed, as was Level 20 south of Carbondale. In addition, Planes 21-28 would cease to exist, as would Planes 14-17.

Plane 13, at Honesdale, probably remained in operation for a short period after the closing of the Gravity system to facilitate the movement of coal to market from the various stockpiles in the Plane 13 area and in Honesdale.

Here is what remained of the Gravity Railroad on January 1, 1899, to be converted into a standard-gauge steam locomotive rail line between Carbondale and Honesdale and known as the Honesdale Branch of The Delaware and Hudson Company:

--the former light track from Farview to Shepherd's Crook to Lookout Junction to Carbondale

--the former loaded track Planes 9-12 from Farview to Waymart

--the former loaded track Level 12 from Waymart to Honesdale

--the former light track Planes 18-20 from Waymart to Farview

The conversion of those remnants of the former D&H Gravity system into a functioning standard-gauge steam locomotive system is the subject of this volume.

The Delaware and Hudson Canal Company's Gravity Railroad and Canal were closed down because it was cheaper for the D&H to send its coal from the Lackawanna Valley to tidewater via the Erie Railroad than it was by means of its own transportation system. The shipping of coal via the Gravity Railroad and the D&H Canal cost 50 cents more a ton than it would over the Erie. To close the canal meant, therefore, that the D&H would save at least \$500,000 annually. See three articles in particular: "Gravity Road to Go" (October 29, 1898), "Abandoning the Gravity" (October 29, 1898), and "Gravity Road for Sale" (November 8, 1898)—all three of which are given in their entirety herein.

The handwriting was on the wall as early as 1866, when the managers of the Delaware and Hudson Canal Company began to consider abandoning the Gravity Railroad and canal. In 1868 the D&H entered into a contract with the Erie Railroad to transport D&H coal to the Hudson River (Weehawken, NJ) during the winter when the D&H Canal was frozen. (First Erie coal train



out of Hawley in 1863; first Erie train to Honesdale on June 23, 1868.) In 1871, the D&H obtained, through the Albany and Susquehanna Railroad, a direct rail connection between its coal mines in the Lackawanna Valley in Pennsylvania and Albany, NY. (Jefferson Branch from Carbondale to Lanesboro and Erie main line opened on October 28, 1870.)

By 1884, it was clearly seen that the D&H Canal was no longer as useful as it once was, and the D&H no longer stockpiled coal at Honesdale during the winter. Instead, D&H coal was all transferred into Erie cars and sent directly to market. In the *Carbondale Leader* of February 15, 1884, we read:

“The coal that is being run over the gravity this winter is nearly all transferred into Erie cars and sent to market instead of stocking it in Honesdale as formerly.” (*Carbondale Leader*, February 15, 1884, p. 2). See also the article "Affairs of the Railways / Delaware and Hudson Canal / Probability that a railroad will be substituted for it," *The New York Times*, February 13, 1884.

With the several leases and contracts with other railroad companies now in place, the D&H discontinued the publication of statistics on the annual shipments of coal through the canal. By 1897, the numbers had gone way down on annual shipments and it became very clear that abandonment of the D&H Gravity Railroad and Canal was a financial necessity. On October 28, 1898, the railroad committee of the D&H reported that considerable savings would result if the company's anthracite coal were carried directly to the Hudson River and Weehawken, NJ by existing conventional steam railroads and not via the D&H Gravity Railroad and Canal.

The closing of Gravity Railroad on December 31, 1898 was announced on October 28, 1898.

On a month-by-month basis, we will now focus on the consequences of that announcement and the conversion of the Gravity line into a standard-gauge steam locomotive system. This conversion was completed in three phases:

**Phase 1:** October 28, 1898 up to January 22, 1899: tracks remain Gravity-gauge, steam locomotives introduced, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

**Phase 2:** January 23, 1899 up to November 19, 1899: tracks widened to standard gauge; steam locomotives used, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

**Phase 3:** November 20, 1899 up to February 1, 1900: standard-gauge tracks, Shepherd's Crook removed and Switchback installed, Gravity Planes 9-12 and 18-20 removed and South Canaan Loop installed

**Phase 1:** October 28, 1898 up to January 22, 1899: tracks remain Gravity-gauge, steam locomotives introduced, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place

2002

## **October 1898**

### **All is well in Early October 1898. Business as Usual. Some final excursions over the Gravity Railroad:**

In early October, the Erie Railroad announced a trip to Carbondale and return over the famous Gravity Railroad. Open cars would be available for the excursion "thus giving an unobstructed view of the beauties of the autumn-tinted landscape." Luncheon would be served at Farview. The round trip fare from New York, including the ride over the Gravity Railroad to be \$1.50. That announcement was published in the *New York Tribune* and the *Brooklyn Eagle*. Here is the article about this excursion that was published in the *Carbondale Leader* of October 11, 1898:

**"Excursion Over the Gravity Road.** / The Erie railroad presents a genuine novelty for a closing excursion of the season, on Wednesday, October 12. This is a trip to Carbondale and return over the famous gravity railroad from Honesdale. Thousands enjoy every year the beautiful picturesque ride on the Erie to the Delaware Valley, but this excursion adds to all that has gone before the wonderful ride of forty miles on the gravity railroad. Open observation cars will be provided from Honesdale on this excursion, thus giving an unobstructed view of the beauties of the autumn-tinted landscape. Luncheon will be served at Farview, a delightful excursion resort at the summit of the range. The round trip fare from New York, including the ride over the gravity railroad will be \$1.50.—*New York Tribune*." (Gritman scrapbook, probably a reprint in the *Carbondale Leader* of Tuesday, October 11, 1898) (The same ad was published in the *Brooklyn Eagle* of October 9, 1898, p. 23.)

Given in the Gritman scrapbook immediately below the clipping given above is the following:

**"Back to Town.** / Mrs. R. Manville and Mrs. W. A. Manville removed from their Farview cottage to their home in this city [Carbondale] today."

Three newspaper articles, all about the same excursion to Carbondale from New York, are given together under the date of Tuesday, October 25, 1898 in one of the Gritman scrapbooks:

"Tomorrow this city will be visited by another big excursion party from New York state. The excursion starts from New York city at 8 o'clock and will bring here a large number of residents of the metropolis. This crowd will be swelled by many from Paterson, Middletown, Port Jervis and other cities along the line. They are making their initial visit to this city and as first acquaintanceship is often that by which people are judged we should make our best appearance tomorrow. Everything possible should be done to make the stay of the visitors a pleasant one. On

their return to their homes their reception here will be detailed to many friends. This will either promote or deter the coming of other hundreds to Carbondale—for this city as an excursion objective point is yet in its infancy. As long as the gravity road is in existence Carbondale will have more or less visitors each season but the number can be greatly swelled—to our profit and pleasure—by the hospitality which we show to them.” / “There will doubtless be plenty of refreshments for the visitors from New York tomorrow and the unfortunate experience of last month will not be had again. The excursionists swooped down upon Carbondale in such unexpected numbers at that time as to almost paralyze the restaurant business and one woman was heard offering twenty-five cents for a cup of coffee.” / **“The New York Excursion.** / It rained in New York this morning and the excursion over the Erie and Gravity roads to this city was therefore not so large as expected. 415 came on the two sections, the first of which reached here about 2 o’clock.”

### **October 28, 1898:**

It was publicly announced on October 28, 1898 that on January 1, 1899 all passenger, freight, and coal trains on the D&H Gravity Railroad would be discontinued until further notice. Here is the announcement that was published on page 5 of the *Carbondale Leader*, Friday, October 28, 1898:

**"DO WE LOSE THE GRAVITY RAILROAD? / EXCITEMENT CAUSED BY AN ORDER ISSUED BY VICE PRESIDENT YOUNG, TODAY. / What the Abolishment of the Road Would Mean to This City—It Would Effect [sic] our Shops and Destroy the Small Towns Along the Line—Officials Could Not Be Seen.** / The appended notice was posted in a conspicuous position at the office of the superintendent of the Delaware & Hudson Canal company this morning. /

# **Delaware & Hudson Canal Co.**

OFFICE OF THE SECOND VICE PRESIDENT.

Albany, N. Y., October 28, 1898

## **PUBLIC NOTICE.**

Beginning January 1st, 1899, all passenger, freight and coal trains will discontinue running on the Gravity railroad until further notice.

H. G. YOUNG,  
Second Vice President.

The news spread like wild fire and hundreds of persons soon wended their way to the head of Main street in order that they might read the notice and be convinced of its authenticity. A LEADER man visited the office for the purpose of learning the exact details from H. G. Young or superintendent C. R. Manville. He was told that both of these gentlemen had gone to Honesdale on the 11:10 a.m. Gravity train and when they returned from that place their destination was direct to the main office in Scranton. / WILL IT BE PERMANENT? / By this order in the neighborhood of eight hundred men will be thrown out of employment and the deeper one proceeds into the details the more striking appears the situation. The discontinuing of the once prosperous Gravity railroad, should it prove permanent must necessarily cause the abandonment of the Gravity, car and blacksmith shops in this city. These things are not assured as yet, however, and it would be well for all not to borrow trouble prematurely. / HUNDREDS WILL BE IDLE / For the past few years it has not been a secret that the officials of the road considered it was a losing enterprise. The decrease of orders for coal has been the principal cause and it finally reached the crisis of either abandoning the road or to run it at a loss. Hence the order that was given out today. / The order when it became generally known created considerable

consternation among those who had little or no idea of the existing affairs—especially was this noticeable among those who will be especially affected, namely the men who have depended upon the Gravity railroad for a livelihood. In this city fully four hundred men will be laid idle should the worst come true. The effect upon Waymart residents and others along the line will be more severely felt as aside from farming it was the only occupation open to those living in that section. With no connection between Carbondale and those places except by telegraph or wagon it will be extremely serious to them. / THE OUTPUT. / For the past few years the Delaware & Hudson company have been shipping coal over the gravity to New York and other distributing points to the amount of 600,000 to 4,500,000 tons yearly. By this new order these sales will not be lost but it is altogether probable that other means of transportation will be arranged. Rumor has it that plans have been made to transport coal over the Erie and Wyoming Valley railroad from Scranton, or Jersey's Junction or over the New York, Susquehanna and Western railroad from Minooka or Yatesville. There were rumors that the closing down of the Gravity would be only temporary to allow of widening the tracks for the larger coal cars and the doing away with the present expensive system of transference. / Of one thing we are assured the amount of anthracite mined in this section will not decrease, but the change will do away with many employes. The gravity cars now in use carry between four and five tons while the cars on the steamroad have a capacity of 20,000 pounds. In fact the Pennsylvania company have and are now constructing cars that have a capacity of 100,000 pounds. In view of these facts it is at once apparent that the number of men per tonnage will decrease by a large percentage. / THE PAY ROLL. / Just how business will be affected in Carbondale can readily be imagined when it is known that the pay roll on the Gravity railroad amounts to a figure between \$15,000 and \$20,000 per month. In addition to that amount are the earnings of those employed in and about the shops. / Regarding the disposition of the car and blacksmith shops nothing definite could be learned. In the opinion of one official in a position to know, the yard now used principally by the Gravity department will be used for repairs, but before this is accomplished wide gauge tracks will be substituted for the narrow gauge now in use. / HISTORY OF THE ROAD. / The completion of the gravity road of the Delaware & Hudson canal company in the year 1829 first established our communication with the outside world. The operation of the road was attended with great difficulty, arising from the breaking of the chains used on the inclined planes. In April 1830, tarred ropes were substituted for the chains. Freight was first regularly carried in 1833. [emphasis added by SRP] / The first carload of coal was shipped on October 9, 1829. The first coal was mined at the foot of Davis's plane, now known as No. 28, from the bed of the river by diverting the river from its channel and running a level into the hill. This coal was run out on a wheelbarrow. This was called Inghram's level. / The Delaware & Hudson machine shop was started in a small wooden building near the site of the present building soon after 1831. This was burned in 1845 and replaced by another wooden structure. This was burned in June, 1857, when the present stone building was erected. / OTHER CHANGES / The D. & H. are also beginning other extensive changes in this city and vicinity. For some time they have been quietly buying up the farming properties northeast of the city near the D. K. Morss homestead. They have secured a good portion of the farms it is said and leased the surface of the major part of them to the lot

owners. / They have, however, reserved for themselves the ravine running toward Crystal lake and it is surmised they may in time run a road in that direction, giving them a new summer resort and also a separate northern outlet. / On the south side a large gang of men have been busy for some days in clearing the tract of land extending from St. Rose cemetery to the Powderly mine. It is a fine hillside location and will be used hereafter as a stock farm replacing the present company farm at Dunmore. The latter has now become very valuable for building lots and the location of the new farm in Carbondale means more to this city than would appear on first thought to the inexperienced in this line." (clipping in Gritman scrapbook from *Carbondale Leader*, Friday, October 28, 1898, p. 5)

The only topic of conversation in Carbondale on the evening of October 28, 1898 was the closing of the Gravity Railroad. In the *Carbondale Leader* of October 29 1898, we read:

**“ABANDONING THE GRAVITY. / It Was the One Topic of Conversation About Town Last Evening—Mr. Young’s Statement.** / Second Vice President Young of the Delaware & Hudson was seen in Scranton last evening and stated that the notice posted in this city [Carbondale] yesterday meant all that it inferred—the abandonment of the gravity between Carbondale and Honesdale and the canal, reaching from Honesdale to Rondout, N. Y. The company has been able to make arrangements whereby it can have its coal carried to New York cheaper by another company than it can carry it over its own tidewater connection. This other company is the Erie and it will be reached through the Erie and Wyoming road, over which it has trackage rights. The Erie and Wyoming connects with the Delaware and Hudson at Yatesville, Scranton and Jessup. These three connections converge at Wimmer’s Summit. The Delaware and Hudson company by its new arrangement can deliver its coal at any of the three junctions, have it taken to Wimmers and from there dispatched to New York. / **SOME OF THE BENEFITS.** / In addition to making a saving in haulage, Mr. Young said, it will save the breaking of bulk and consequent extra cost of handling and deterioration in quality, that the Delaware and Hudson road now experiences, first at Honesdale, where it is transferred from the cars to canal boats and then at Rondout, where it is transferred from the boats to Hudson river barges. [The D&H coal unloading dock at Rondout was Island Dock in the mouth of the Rondout Creek; the PCC coal unloading dock at Rondout was at Port Ewen on the west bank of the Hudson River just below the mouth of Rondout Creek. At Rondout the coal was initially unloaded by hand. Later in the century (1890s) mechanized equipment (5 elevators each capable of raising 500 tons a day) was used for unloading and loading the coal.] The new arrangement will permit of the coal being sent direct from the mines to the New York market without being disturbed, the cars being shipped from the collieries along the Delaware and Hudson to the most convenient junction thence via the Erie and Wyoming to Hawley and thence over the Erie to New York. / Among the many conjectures started by the announcement of the change was one to the effect that the Erie and Wyoming was to assume control of the canal, make Hawley the terminus and secure an independent outlet to tidewater. With its own and the Delaware & Hudson coal it was figured it

would be able to operate the canal at a profit. Mr. Young's statements, of course, show this conjecture to be without weight. No company whatever has even negotiated for the canal, he further said, and it will, in all likelihood, be entirely abandoned. / ABOUT THE CANAL. / In the prosperous days of the canal there were over 1,400 boats plying its waters and the boatmen made big money. Gradually the number lessened, until last summer only 250 boats were operated and they were making such a poor profit that the owners were disposed to abandon them, and the company only retained them by buying them outright and paying the captains a percentage for running them. / The fact that the gravity road was a great expense during the winter by reason of the heavy snow drifts on the mountains also made it grow less capable of holding up its end against the constantly cheapening steam roads. / Up to 1870 the canal had cost \$6,309,924.27 according to a report at that time made, and the road up to the same time represented and expenditure of over \$3,000,000. The money invested in the two routes is now probably twice the figures above quoted as extensive improvements have been made. / NEXT YEAR AT FARVIEW. / As to whether or not the famous summer resort, Farview, will be no more, Mr. Young last night could not positively say. The chances, though, are that the road will be not only not operated, but the tracks torn up and the other property taken down from the mountains. There are grounds for the supposition that a wide gauge track will be laid along the line of the present light track of the Gravity as far as No. 3 or Racket brook breaker as the company are substituting the wide gauge for the narrow at all the breakers south of this place. It is even hinted that the widening may be extended to Farview and excursionists taken that way by steam, returning by gravity. / A DARK OUTLOOK. / Nothing new could be learned in this city. Superintendent Manville was in Scranton and the office employees had nothing to impart. Around town last night the one topic of conversation was the proposed abandonment of the road and on all sides were expressions of sorrow heard. It has been the greatest feature in railroading in the country and has done much to advertise this section; thus bringing many strangers and their dollars to Carbondale. / A very decidedly depressed feeling existed among some of the business men and larger property owners. There is a silver lining to every cloud, however, and the abandonment of the gravity may not have so bad an effect on Carbondale as is expected. A live town will recover in time from any shock—and this Carbondale has proved itself to be. / It was claimed by some that the city had received a 'black eye.' This may in a measure be true but if we allow our lamentations to develop into a panic and become broadcast we will be giving ourselves a still greater 'black eye.' The notice posted at the Delaware & Hudson general office seemed like a two months' warning to the employees to seek other situations. Without doubt, however, many will still be retained by the company in new capacities. / The abandonment of the gravity will have an effect on the Van Bergen foundry which did a large amount of company work [emphasis added]. The steam railroad interests of the city cannot well be improved by the sending of coal east from points below Carbondale, as now it is all brought here and this city has been recognized as headquarters for that division. Whether the clerical force here will be reduced it is not know." (*Carbondale Leader*, Saturday, October 29, 1898, p. 5)



Here is the article on the closing of the Gravity Railroad that was published in the Carbondale newspaper *The Truth* on Saturday, October 29, 1898:

**“THE CLOSING OF THE CANAL. / ITS MANIFOLD EFFECT ON A LARGE SECTION OF THE COUNTRY. / All the Small Villages from Carbondale to Honesdale Will be Made Desolate. Canal Stores Closed for a Length of 108 Miles—Honesdale’s Fate is Now in the Hands of the Erie Company.** / No more surprising announcement has been made locally in a decade of years than that of the abandonment of the Gravity railroad and canal of the Delaware and Hudson company. The *Truth* was the only paper of Scranton that had the important information yesterday and it pardonably felicitates itself on the fact while it sympathizes with the hundreds of families who are unfavorably affected. / The effect of the abandonment has thus far been told only in a general way. The prospects admit only of a pessimistic view. People presumed that passenger traffic would be continued to Waymart because of the large summer travel to Farview, but Superintendent C. R. Manville said to a *Truth* reporter this morning that it was not the company’s present intention to do any business whatever along the line. / **AN IRREVOCABLE DECISION.** / It is evident that the company has arrived at its important decision only after mature thought and that the decision is irrevocable. It will be felt most severely of all by the little towns and struggling villages between Carbondale and Honesdale. Waymart, Keen’s Pond, Prompton, and Seelyville are each picturesque little places whose sustenance is wholly or in large part derived from the Gravity and the inhabitants must before long for the most part leave their hearstones [sic, surely ‘hearthstones’ was intended] and seek a livelihood in strange sections. / The first town of importance after leaving Carbondale is Waymart, which has several hotels, an academy, a couple of churches, a depot and is a shipping point for the agricultural products of a wide area of land. Many farmers of Canaan township carried their goods to this point and sent them to Carbondale and Scranton. / In Seelyville is a population of several hundred souls and the large Birdsall woolen mills are located here. Ex-Judge Birdsall and Wm. Birdsall are proprietors and the plant does an extensive business. It turns out frequently a large supply of blankets for Indians on the order of the United States government. At Seelyville also is a glove factory. These industries will be inconvenienced by the abandonment of the Gravity but Seelyville is a suburb of Honesdale and the change will not be fatal as the New York, Lake Erie and Western and Erie and Wyoming are still left to depend on. / **EFFECT IN HONESDALE.** / In Honesdale proper the effect of the change will be felt in manifold directions. The Delaware and Hudson and the Erie docks run about two miles long. They were at one time the largest coal docks in the world [emphasis added]. The number of men now employed thereon is not a tithe to what it was in earlier times. Reduced traffic and labor-saving machinery have severely diminished this force of laborers who about fifteen years ago often worked twenty hours per day to satisfy the voracious demand of the metropolis for fuel. / Nevertheless hundreds of men, officials, foremen, carpenters, machinists, car builders and common laborers were thrown out of work, and the great majority of them know not where to turn for work. Of course all the plane hands and engineers from Olyphant to Honesdale are in the same predicament. Five trains ran into Honesdale daily on the Gravity, and five ran towards

Carbondale. The crews of all these trains have long been in the service of the company, and will probably be cared for, but not in positions equal to the present. / BUSINESS SERIOUSLY AFFECTED. / The hundreds of men on the coal docks and on the canal were an important factor in the trade of Honesdale, and their loss of labor will be seriously felt by the business men. / Looking in the other direction from Honesdale to Rondout there are scores and scores of canal stores along the towpath. Some of them are half a century old, but nearly all must now put up the shutters and their owners locate elsewhere. There are several canal stores in Honesdale, stores which had scarcely any trade except for the boatmen, and these are ruined. / THE WORST MAY HAPPEN. / All this is bad enough, but what the disturbed residents of the Maple City are apprehensive about now is that the New York, Lake Erie and Western road may also cease running to that vicinity. / The D. and H. road carried coal from the Lackawanna and Wyoming valleys to Honesdale. The N. Y., L. E. and W., or, as it is generally designated, the Erie, ran to Honesdale also, and met at the D. and H., receiving the coal of the latter and carrying it to Port Jervis and New York. The abandoning of the Gravity cuts the Erie off from that coal traffic and the question arises: Is the passenger and freight traffic from Honesdale to New York sufficiently remunerative to warrant the Erie continuing its trains? There is danger that the Erie, too, will abandon Honesdale. In that event the town would be left in the woods absolutely without railroad communication with the world outside. That, indeed, would be a catastrophe. The beautiful Maple City, which Washington Irving so loved, would soon be a veritable deserted village; the owls would nest in its church steeples and grass grow in its thoroughfares. This is no mere fancy sketch. It is certain that the Erie will now care very little for the traffic of the town. It runs three passenger trains per day to Port Jervis and Lackawaxen. / HONESDALE'S ONLY HOPE. / With the coal trade gone its compensation for touching the town is seriously reduced, and were it not for the fact that it still has to go to Hawley for Erie and Wyoming coal there can be little doubt that it would leave Honesdale to its fate. However, it is but ten miles from Hawley to Honesdale, and the additional expense of running that distance is not great. Honesdale has two large shoe factories, a cutting shop, several smaller industries and large stores; there is a large agricultural trade tributary to the town, and its most influential citizens will undoubtedly make a strong effort to have the Erie maintain, if it does not improve, its present service. But the future welfare and destiny of the town is entirely in the hands of that corporation. / General Manager Young, of the D. and H., absolutely denies that the Pennsylvania Company has negotiated to secure the canal, so that the great artificial river to Rondout, one of the greatest mechanical triumphs of the country, will soon be but a memory." (clipping in the Gritman scrapbooks from the *Truth*, dated Saturday, October 29, 1898)

With the announced closing of the Gravity Railroad, the importance of diversified industry was recognized. In the *Carbondale Leader* of October 29, 1898, we read:

"Yesterday's notice [10-28-1898, *Carbondale Leader*] of the abandonment of the Gravity brings to mind sharply the need for diversified industry in this section. Our property owners should take some action 'ere long to protect themselves." (*Carbondale Leader*, October 29, 1898, p. 4)

The possible consequences of the closing of the Gravity Railroad for Honesdale were identified in the following newspaper article that was published on Monday, October 31, 1898:

**“THE FATE OF HONESDALE. / THE TOWN WRAPPED IN GLOOM BY THE ACTION OF THE D. & H. / Fear and Trembling Lest the N. Y. L. E. & Western Abandons its Jefferson Branch—Relief Can Then Come Only from the Erie and Wyoming.**  
/ Honesdale, Oct. 31—About three years ago the Delaware and Hudson Canal company presented to Honesdale a single block of anthracite from Marvine shaft, weighing 13,000 pounds. To better preserve it it was wound about with iron bands and it was placed near the company’s office in the Maple City, a symbol of the industry that called the community into being and contributed largely to its present growth. The significance of this massive emblem has now departed for with the abandonment of Honesdale by the influential Delaware and Hudson company, the town is no longer identified to any considerable degree with the coal industry. The apprehensions felt at a distance for the immediate welfare of a large element of Honesdale’s people are intensified on visiting them. It would be distasteful to specify but it is simply appalling to contemplate the adverse effect on hundreds of people in Honesdale proper and other hundreds along the route of the railroad and the canal. / **A DROP IN REAL ESTATE.** / Since last Friday afternoon real estate in many portions of the county seat of Honesdale has dropped fifty per cent., and is still going downward. The bottom has fallen out of realty value and a big percentage of the population is in consternation. On the coal docks more than fifty heads of families, not to speak of the many unmarried man and boys, will lose their employment; twenty-five or thirty captains will no longer guide their boats through the still waters of the canal; the blacksmiths who shod the recalcitran [sic, ‘recalcitrant’ was surely intended] hoofs of the picturesque canal mule will find their hazardous occupation gone and the Erie engineers who held the throttle for the coal trains together with their crews will have to go the same forlorn way as the men who ran the Gravity trains to Carbondale. These are the employes directly affected and they number in Honesdale about 250 in all. The number does not include the prospective deserted villages of Waymart and Prompton nor the affected district along the whole canal. Indirectly every merchant, every manufacturer, every lawyer, every insurance or other agent in the town feels the change pinch him at some point. / **MERCHANTS WHO MUST GO.** / In the lower part of town are a number of stores whose trade was wholly or in large part from the dock hands or the canal men, and who are not in a position to reach out for a different character of trade. They must dispose as best they can of the stock in hand and try their fortunes elsewhere. Some of these storekeepers have recently bought lands and have erected or are erecting handsome buildings thereon. These structures on which centered their hopes and pride are monuments of regret and disappointment; it seems imminent that in lower Honesdale there must soon be many vacant storerooms, and thus the buildings may be left to crumble into dust.” (clipping from a Honesdale paper in one of the Gritman scrapbooks; clipping dated Monday, October 31, 1898)

Given the importance of Carbondale firms such as Van Bergen & Co.'s Iron Foundry to the success of the D&H Gravity Railroad, the production of that firm, and many others, was necessarily significantly impacted by the closing of the Gravity Railroad. (See the specific mention of the Van Bergen Company in the article given above titled "Abandoning the Gravity..." *Carbondale Leader*, October 29, 1898).

Given the fact that Van Bergen & Co. "are employed in the manufacture of car wheels, mine pumps, brasses, and all manner of castings for railway and mining purposes. . . [and carry out] . . . an immense amount of repair work each year upon engines, boilers and agricultural implements of every conceivable kind . . . [and]. . . make nearly all the work for the Gravity road of the D. & H. C. Co. as well as standard wheels for the locomotive lines of railways under that company's control," it is well to give here the history of that firm that was published in the *Carbondale Advance* in 1882:

### **History of Van Bergen & Co.:**

**"Van Bergen & Co.** / The work done at the shops of this firm differs so vastly from that of most enterprises that the local chronicler is called upon to write of, that we hardly know what to say and what to leave unsaid. It is quite impossible to go into extended details, so we present the readers of to-day's *Advance* with an outline of facts, gathered from our own and others' observations. / First, as regards the character of business done. The works are employed in the manufacture of car wheels, mine pumps, brasses, and all manner of castings for railway and mining purposes. To these lines of manufacture may be added an immense amount of repair work each year upon engines, boilers and agricultural implements of every conceivable kind. The better to specify the character of work done, or, rather, its uses, we may add that Van Bergen & Co. make nearly all the work for the Gravity road of the D. & H. C. Co. as well as standard wheels for the locomotive lines of railways under that company's control, and the firm holds itself at all times in readiness to fill bills from **any** other railway in the country./ As may be imagined, this work doesn't represent child's play. An average force of 60 workmen is employed, and the disbursement of money for wages amounts to the handsome total of about \$24,000 per year. / The enterprise is an old established one, dating its origin to 1833—at a time when Carbondale was in its infancy. Since then the works have grown with the city's growth and strengthened with its strength, until now it is a representative interest, ranking, so far as quality of work is concerned, with the best of the kind in the country. / The commencement was made, as stated, in 1833 by Alanson Reed, he being succeeded by Wm. Eggleston and Jeremiah Wilbur, and they by Charles T. Pierson. Mr. Pierson associated with him Joseph Benjamin, one of the leading merchants and most sagacious business men of the town, and the establishment soon became the most prominent and prosperous one in the Lackawanna and Wyoming valleys, and the firm continued as Pierson & Benjamin until the year 1850. / Upon the dissolution of that partnership, the firm became J. Benjamin & Co. Twenty-two years ago Hon. J. B. Van Bergen

entered the employ of the works as Superintendent, and the active management of business has since rested with him. / Not only has the old original foundry and machine shop of the city been subject to the vicissitudes of trade, but it has felt the devastating effect of fire. The original buildings were burned and replaced, and in 1874, the better to accommodate the rapidly growing business, new premises, near the passenger depot of the D. & H. C. Co., were built. From an issue of the *Scranton Free Press*, published April 30, this year, we subjoin the following description of the works: / 'The building is situated between Dundaff street and the Lackawanna River. It is a solid brick structure, in the construction of which 700,000 bricks were used. The foundry portion of the building is 171 feet long and 60 feet in width. The machine shop is in the L extension on the east and is 98 feet long and 50 feet wide. The engine and blower are in this part of the building. The foundry has two cupolas. The shop in which the wood work is made is 72 feet in length and 36 feet wide, and the blacksmith shop is 50 feet long and 25 feet in width. / Not far from the works is the store of the firm, devoted to stoves, certain lines of hardware and tinware, chandeliers, &c. This building (and again we quote) 'is of brick with gray stone lintels and sills. Its dimensions are 100 feet long, 28 feet in width, and three stories high. In the rear end of the store are the business offices of the firm. They are well lighted and ventilated and heated by steam from the boilers in the foundry. Pleasanter offices, or more neatly arranged ones could not be found in a day's journey. / The manufacture of tin and sheet iron ware is an important specialty of the business, and careful and practical attention is paid to plumbing, steam and gas fitting. / The co-partners in the firm are J. B. Van Bergen, Thomas Dickson, Geo. L. Dickson and James P. Dickson [emphasis added]. It is quite needless to add that this constitutes a firm of exceptional strength, and it is equally needless to add that every representation on their behalf may be relied upon. / Mr. Van Bergen, who is a native of Bainbridge, Chenango Co., N. Y., has resided here and been connected with this interest for the past twenty-three years. He came here from Cincinnati to assume the Superintendency [sic] of the enterprise, and he expected to remain five years—so much for human calculation. In the meantime he has become thoroughly identified with all movements looking to the material advancement of his chosen home, and his fellow citizens have set the seal of approval upon his actions by conferring official honors upon him. He showed his interest in educational matters by serving eleven years as a member of the school board, he has officiated as City Commissioner, and for four consecutive terms was honored with the office of Mayor of the city. He is, however, essentially a business man, and he personally directs the affairs of the firm, finding a valuable and valued assistant in the person of Mr. C. O. Mellen, who for twenty-one years has been in the employ of the firm. Mr. Mellen, by-the-way, is one of the Directors of the Miners' and Mechanics' Savings Bank of which we speak elsewhere. To each of these gentlemen the *Advance* reporter is indebted for courtesies extended, and we gladly acknowledge the fact." (*Carbondale Advance*, October 21, 1882, p. 3)

On May 25, 1872, Joseph Benjamin, one of the founding fathers of Van Bergen & Co. died. In the *Carbondale Advance* of June 1, 1872, we read:

**"Decease of our Early Citizens.** / Two of the early citizens of our town [Joseph Benjamin and Amzi Wilson] have departed this life during the past week. / JOSEPH BENJAMIN, one of the first merchants of our town, and among the most successful ones, died at his residence in New York on Saturday last. / Deceased became a resident of our town in its infancy, and for many years was one of our prominent business men and leading citizens. After retiring from trade with a competent fortune, and changing his residence, first to Elizabeth, N. J., and afterwards to New York city, he continued to be a member of, and give name to, the prosperous firm conducting the large Steam Foundry in this place. He leaves a widow and two children—a daughter, wife of Samuel E. Dimmich, Esq., of Honesdale, and a son, Dr. Joseph Benjamin of New York city. One of his nephews resident here, Hon. J. B. Van Bergen, Mayor of our city, is this week in attendance at the funeral in New York. His age was 76 years. . ." (*Carbondale Advance*, June 1, 1872, p. 3)

In February 1891, John T. Williams was named foreman in the foundry of the works of Van Bergen & Company. About the man, we read the following in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, pp. 548-49:

"JOHN T. WILLIAMS, foreman in the foundry of the Van Bergen Company, Limited, and an influential citizen of Carbondale, was born in Baltimore, Md., February 12, 1854. He is the son of John Williams, a native of Scotland, who came to America in young manhood and learned the moulder's trade, which he has since followed, being at present in the employ of the Dickson Manufacturing Company of Scranton. In boyhood he [John T. Williams] worked for two years as a slate picker, his first money being earned in that humble occupation. Afterward he learned the foundry business, and was connected successively with works in Philadelphia, Scranton and Pittston, being in charge of the Exeter works at the place last named. / From Pittston Mr. Williams came to Carbondale in February, 1891, and accepted the position of foreman in the foundry of the works of the Van Bergen Company, Limited, which he has since held. He is thorough mechanic, and experienced business man, and is well qualified for his present responsible place. "

Joseph V. Van Bergen served as Mayor of Carbondale for four consecutive terms, 1869-1873. Here is the likeness of Joseph B. Van Bergen that is given on page 376 in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, 1897:



JOSEPH B. VAN BERGEN.

The biographical portrait of Joseph B. Van Bergen that is given below is from pages 377-78 of *Portrait and Biographical Record of Lackawanna County Pennsylvania, 1897*:



"JOSEPH B. VAN BERGEN, the head of the Van Bergen Company, Limited, one of the leading manufacturing enterprises of Carbondale, was born in Bainbridge, Chenango County, N. Y., February 28, 1828. His father, who was born in Catskill, Greene County, N. Y., in July, 1800, engaged in the mercantile business in Bainbridge until 1832, when he came to Carbondale and began as a merchant and in the lumber business. After four years, however, he removed to Cincinnati, Ohio, where he was interested in the lumber trade until 1858. From that place he went to New York City, afterward to Newark, N. J., and until his death, in 1877, was connected with the Delaware & Hudson Canal Company as sales agent. He was a man of business ability, strict integrity and firm religious belief, and for many years was a ruling elder in the Presbyterian Church. / As the name indicates, the Van Bergen family originated in Holland. Its representatives were among the earliest settlers along the Hudson River in New York, and from that day to this they have been known as honorable, energetic people, a credit to any community in which they may reside. The grandfather of our subject, William Van Bergen, was a native of Catskill, N. Y., and kept the first hotel in the now famous Catskill Mountain region, where he remained until his death. He was a regular attendant at the Dutch Reformed Church. His two sons were Henry, our subject's father, and J. Champlin, who was associated with his father in the hotel business, and spent his entire life in the Catskill region. / The mother of our subject, whose maiden name was Emma L. Benjamin, was born in South Egremont, Berkshire County, Mass., in 1800, and died in Cincinnati, Ohio, in 1839. Her brother, Joseph Benjamin, for whom our subject was named, engaged in the foundry and mercantile business in Carbondale for many years, and after retiring from active labors went to New York City, where he died. At the time of his demise he had interests in Carbondale and Scranton. Our subject and his sister, Catherine, are the only survivors of five children by their father's first marriage. By the second marriage there were four children, of whom the sole survivor is the wife of George H. Newell, a lumber merchant in New York City. / In the schools of Cincinnati and at Marietta College, Ohio, the subject of this sketch received a good education. From 1846 until 1850 he was a clerk in Laurel, Ind., where his father had business interests, but in the latter year he returned to Cincinnati and entered the insurance business with Samuel E. Mack. In 1856 he went to Davenport, Iowa, and was engaged in business for two years, but returned to Cincinnati and accepted a position tendered him in the Ohio Valley Bank. January 1, 1860, he became a partner in the foundry and machine works with J. Benjamin & Co. in Carbondale. Out of that then small business the great establishment that bears his name has grown, and for thirty-six years he has been the leading factor in its management. / Aside from business affairs, Mr. Van Bergen is interested in matters affecting the welfare of the city, and has filled many position of trust. For eleven years he was a member of the board of education, for some time served as a member of the city council and for four years was mayor. In 1863, 1864 and 1865 he was deputy collector of United States Internal Revenue for the Twelfth Congressional District of Pennsylvania. In 1876 he was a delegate to the national Republican convention that nominated Hayes for the presidency. He was elected treasurer of Lackawanna County in 1886, and served for one term. In the Republican party he is an active worker. He is a Knight Templar Mason, was master of the blue lodge, high priest of the chapter and commander of the Knights Templar. In the Order of Odd Fellows he is a past chief patriarch.

In religious belief he is a Presbyterian. / In October, 1851, Mr. Van Bergen married Miss Mary F. Boal, daughter of a retired merchant of Cincinnati. They had five children, but three died in infancy, and two sons are now living. Robert B., who is married and has one child, is interested with his father in business. Henry graduated from Hackettstown Collegiate Institute and the Homeopathic Medical College of New York. The mother of these children died in June, 1888, and in August, 1890, Mr. Van Bergen married Mary Helen, daughter of James and Mary Dickson, and widow of the late Andrew Watt. In addition to his business, Mr. Van Bergen is interested in many of the local enterprises, being president of the Crystal Lake Water Company that furnishes the city with its fine system of water works, and was one of its organizers. He is a director of the Carbondale Gas Company, and was treasurer of the Providence & Carbondale Plank Road Company for fourteen years."

J. B. Van Bergen was one of Carbondale's leading citizens. An article titled "The Will of J. B. Van Bergen" was published in the May 16, 1899 issue, p. 2, of the *Carbondale Leader*:

**"THE WILL OF J. B. VAN BERGEN. / Text of the Document as Filed at Scranton Yesterday—He left a Considerable Estate.** / The will of the late J. B. Van Bergen, of this city was admitted to probate yesterday by Register of Wills Koch. His entire estate goes to members of his family. The will in part follows: / 'I, Joseph B. Van Bergen, of the city of Carbondale, county of Lackawanna, and state of Pennsylvania, being of sound and disposing mind, memory and understanding, do make, publish and declare the following to be my last will and testament, hereby revoking all former wills by me at any time heretofore made. / 'I give and bequeath to my beloved wife, Mary H. Van Bergen, if living at time of my death, all my horses, carriages, harness and equipments belonging thereto, my library, all paintings—engravings, pictures and household goods and furniture of whatsoever kind and nature. / 'I give and bequeath to my sister, Catherine Van Bergen, if living at time of my death, the sum of \$1,000. I give and bequeath to my sister, Emma L. Newell, if living at the time of my death the sum of \$1,000. I give and bequeath to my grandson, Newell Van Bergen, if living at time of my death, the sum of \$1,000. / I hereby appoint my executors hereinafter named, their survivors or survivor, to be trustees to invest a sufficient amount of bonds, stocks or cash to insure \$1,200 annually to be paid to my wife, Mary H. Van Bergen, \$600 to be paid semi-annually and to so invest money as to insure \$800 annually to be paid to my sister, Catherine Van Bergen. ' / All the rest of his estate goes to his sons, Robert B. and Henry. . . Mrs. Van Bergen and the two sons are named as executors. The will was drawn March 6, 1899. It was witnessed by Thomas R. Durfee and William E. Watt."

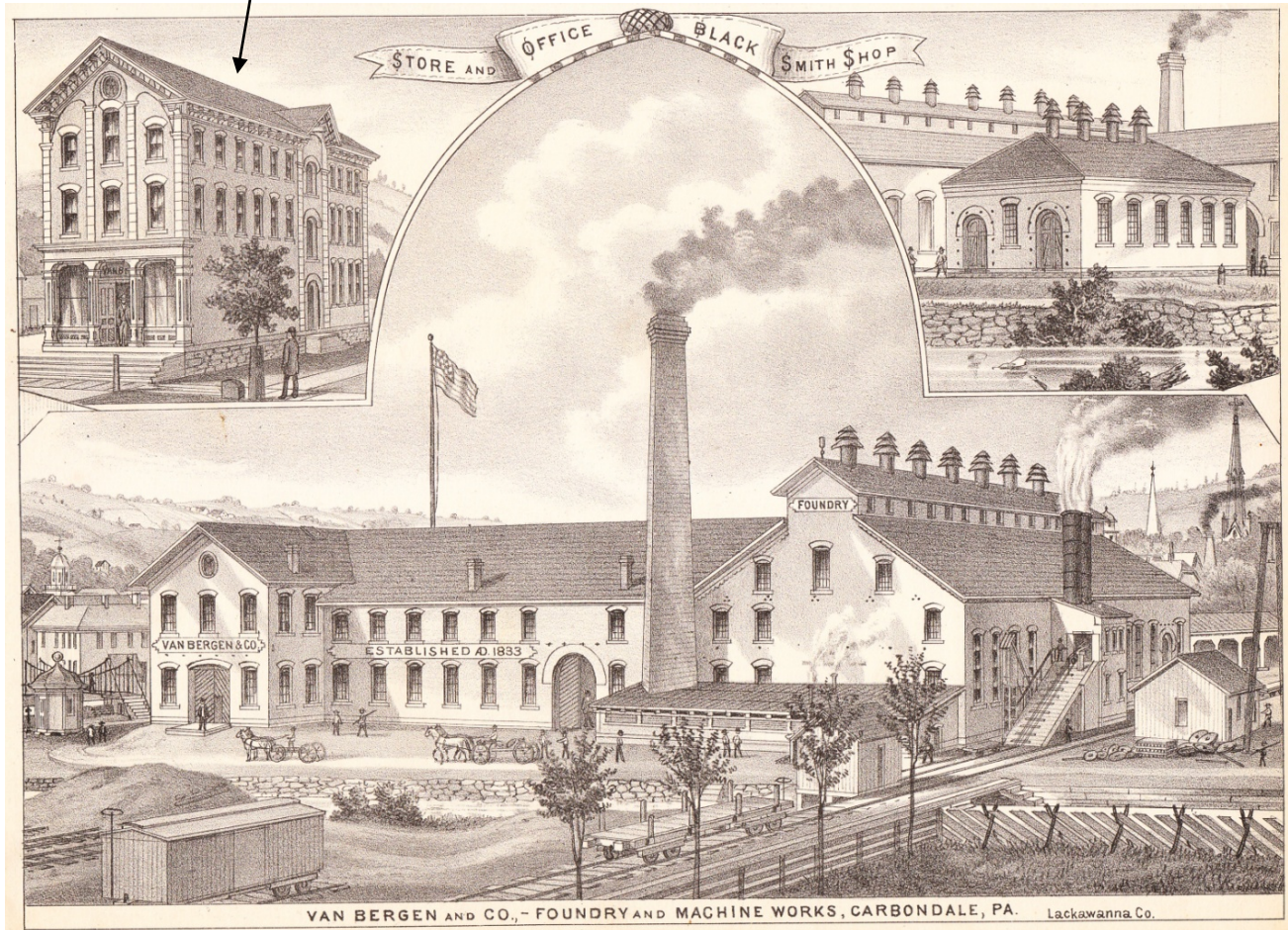
In 1880 (p. 442-43) we read the following about the Van Bergen Foundry:

"The first foundry in Carbondale was established in 1833. Alanson Reed, a Methodist preacher, and Abiran Gurney were proprietors. It was on Church and Foundry streets and was principally

occupied in casting wheels for the Delaware and Hudson cars. Reed & Gurney dissolved partnership February 14<sup>th</sup>, 1834, and the firm became Eggleston & Reed, William Eggleston having purchased an interest. The foundry was burned February 6<sup>th</sup>, 1835, and rebuilt in ten days. The loss was \$2,000. By the retirement of Mr. Reed the firm became Eggleston & Wilbur in June, 1836. They sold to Pierson & Co., in August, 1837, and the foundry was called 'Luzerne County Stove Foundry.' A ten-horse-power engine and three lathes were put in in September, 1843, and the establishment advertised to do general casting. By the death of Samuel T. Hopkins, one of the firm, July 2<sup>nd</sup>, 1847, the firm name was changed to Pierson & Benjamin. Mr. Pierson retired April 1<sup>st</sup>, 1850, and J. Benjamin & Co. carried on the business until April 3d, 1873, when the firm became J. B. Van Bergen & Co. The firm removed the establishment to its present location near Dundaff street, where they have erected brick buildings. They have a fine brick store connected with it."

Given below is an engraving of Van Bergen and Co. Foundry and Machine Works, Carbondale, PA. This engraving is given, facing page 442, in *History of Luzerne Lackawanna and Wyoming Counties, PA. with Illustrations and Biographical Sketches of Some of Their Prominent Man and Pioneers*. 1880:

This building still stands today  
and it is in excellent condition



Here are three photos by Hensel of the Van Bergen & Co. Iron Foundry:



Hensel No. 1187: *Van Bergen & Co.'s Iron Foundry*

Foundry building, 171 feet  
long and 60 feet in width

Machine shop: the "L" extension  
on the east, is 98 feet long and  
50 feet wide. The engine and  
blower are in this part of the  
building.



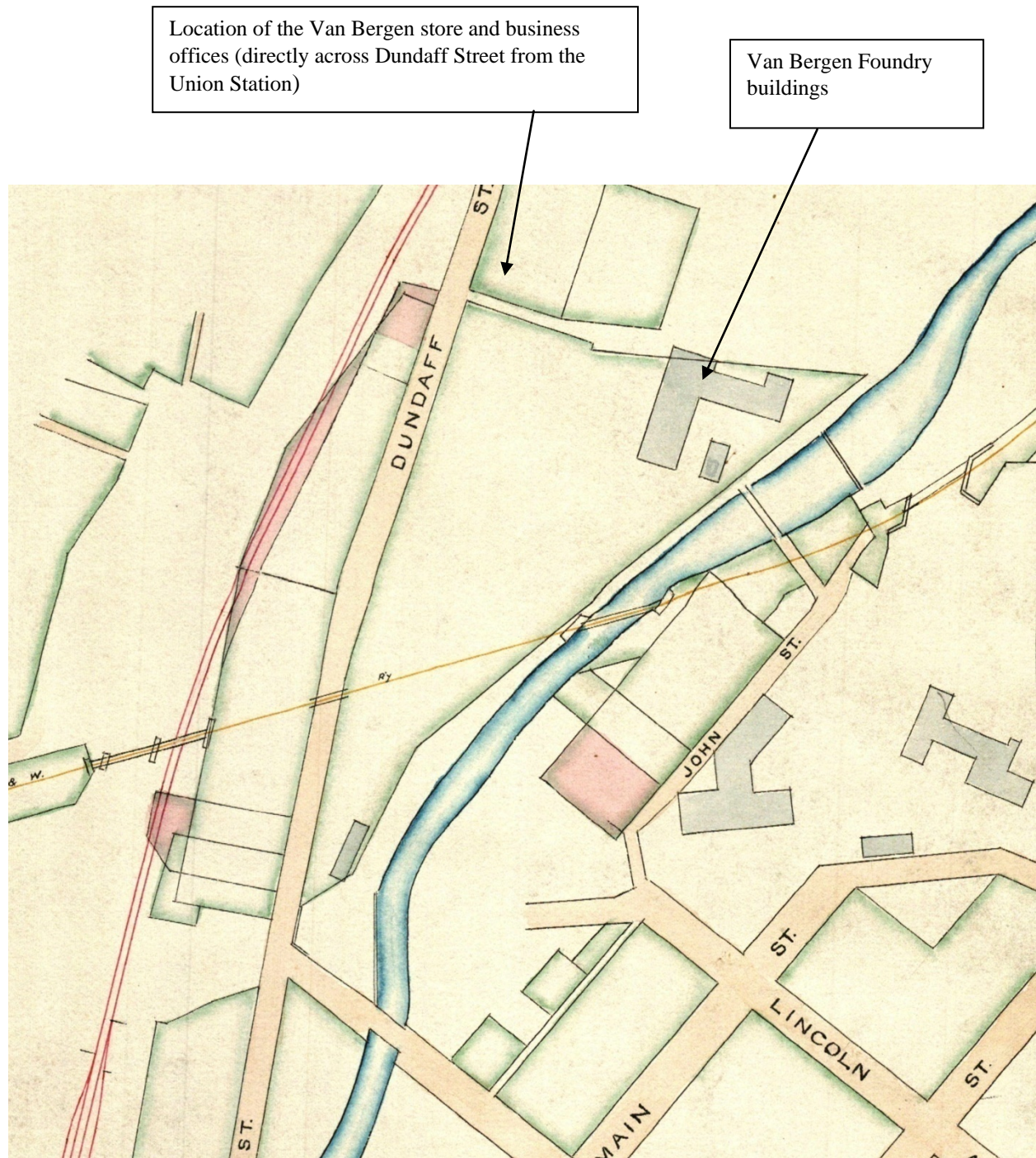
Hensel No. 1188: *Van Bergen & Co.'s Iron Foundry*

This building was 171 feet long and 60 feet in width. It had two cupolas.





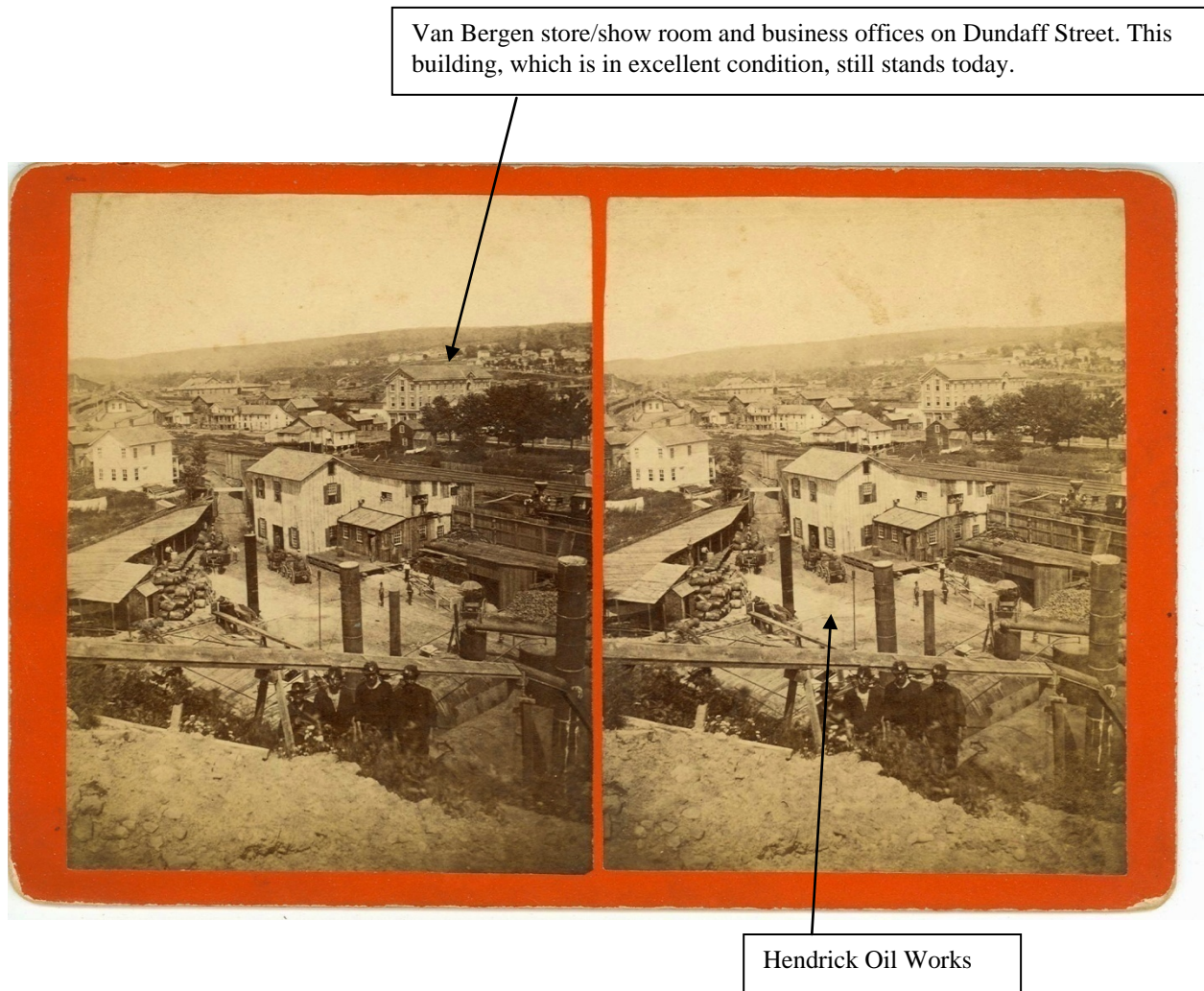
The Van Bergen buildings are shown on this detail of the Gravity Shops area from the 1901 map of the Honesdale Branch in the archives of the Carbondale Historical Society.





The Van Bergen office and show room are shown in the Hensel that is given below (No. 1143). The building is the large rectangular building in the right background of the photograph. The building still stands on Dundaff Street in Carbondale.

Hensel No. 1143: "View of Van Bergen & Co.'s Foundry and Hendricks' Oil Works, from Head of No. 28 Plane"



Stoves, certain lines of hardware and tinware, chandeliers, &c. were sold in Van Bergen store/show room, which is of brick, with gray stone lintels and sills. Its dimensions are 100 feet long, 28 feet in width, and three stories high. The business offices of the firm, which were heated by steam from boilers at the foundry, were at the rear of the building.

## Hendrick Oil Works

In the Hensel stereoview *No. 1143* shown above, we see not only Van Bergen & Co.'s Foundry but also the Hendrick Oil Works from the head of Plane No. 28.

Given below, in another Hensel stereoview, we see, at ground level, the Hendrick Oil Works, which were located below the head of Plane No. 28. At these oil works, by the mid-1870s, 800 barrels of crude were produced daily.



Eli Hendrick's astonishing entrepreneurial vitality, dating from his early youth, his great skill in interacting with others, and his subsequent involvement in and huge success in the oil business is described as follows in the portrait of the man that is given in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, pp. 942-947, as follows:

"With little fondness for school, the subject of this sketch [born in Plymouth, Wayne County, MI, in 1832] avoided the school house whenever it was possible. At the age of eleven years he hired out to a farmer who had contracts to carry the mail on horseback. He was to carry the mail each alternate half day and go to school the other half days, for \$3 per month, but boy-like, he preferred working on the farm the odd half days to going to school and the old farmer being

willing he was thus occupied for three years, rain or shine, snow or hail. / On his first trip he was told by his employer not to ride too fast, and carrying out this instruction to the letter, he did not reach Ann Arbor until seven o'clock, although due two hours before. The postmaster was angry and said he was too young to carry mail, that he would report him, etc., but on receiving a promise that the messenger would never be late again, he agreed to keep still. After that the boy was always on time. He soon became a favorite with the people along the route, who found him obliging and trusty, and willing to do errands for them without charge. Many a shilling came to him from them, and the other boys receiving the same wages wondered why he always had more money than they. The reason lay in the fact that they charged for errands, which made the farmers indignant, while he was willing to do little favors for nothing, and in the end received more than the boys who charged. / At the age of fourteen Mr. Hendrick secured a clerkship in a store in Plymouth. . . About this time he was seized with a desire for learning and attended a district school one winter and the seminary another winter. . . After having spent a year or more there, he attracted the attention of a merchant in Upper Plymouth village, who offered him the position of clerk in place of our subject's former school teacher. He accepted this place with a salary of \$10 per month. . . / When seventeen years of age, having a great taste for mechanical work, Mr. Hendrick entered his brother's shop to learn the turner's trade. Later the two started a shop for the manufacture of wooden hay rakes and other farm implements. The shop was burned down in 1853, but they rebuilt it and employed a large force of men for some time. The panic of 1857 destroyed the business and it was sold to his former employer, Mr. May. Soon afterward he went to Davenport, Iowa, to take charge of a barrel factory, but the farther west he went, the harder he found the times to be. Deciding that the place to do business was where the money was most plentiful, he returned east, having procured the agency for the sale of a new invention, a governor for steam engines. He succeeded in that very well. / While engaged in this business Mr. Hendrick met a man who had originated a new kind of oil, manufactured out of one-half water and the other half oil. Being assured of its merit, he bought the receipt for \$10, and spent the winter of 1860-61 in Michigan experimenting on oil. He discovered the receipt was practically useless, but finding a formula that seemed to have merit, he went to Toronto, Canada, and experimented with it on the machinery of a large rolling mill. It worked to the satisfaction of the owners of the mill, who paid him \$50 for the receipt and the right to make it. On his return to Scranton he introduced it in this locality. Going to John B. Smith, superintendent of the Pennsylvania Coal Company's Gravity road, he secured permission to give it a test on the cars on that road, assuring him that it would lessen his oil bills by half. After a thorough test extending over several months, they made an arrangement with him for the use of it on the road and paid him on the start \$500. / Mr. Hendrick was led to make further experiments in the oil business and they proved very satisfactory. Through his efforts with others, the Great Northern Oil Company was organized, he getting \$33,000 in cash and \$200,000 of the stock of the company, and he went into the Venango fields to manufacture the oil. It was agreed by the stockholders that none of the private stock should be put on the market until the \$200,000 capital stock for the running of the works was sold. A bull pool was formed in New York in 1864 and the stock was the sensation of the hour. He was offered \$120,000 for his stock, but refused to sell it, as the

agreement was that it should not be sold until the capital stock was all disposed of. By this time he had used \$20,000 of his own money in the company' business, and he called for that sum, but found that there was no money in the treasury. Satisfied that there was something wrong, he went to New York and found that while the stock was booming, none of the capital stock had been sold, but that the promoters had broken faith and had been selling their private stock. When he found this was being done he was enraged and threw his stock on the market, causing a collapse of the boom. / Returning to Carbondale, Mr. Hendrick traded \$100,000 of the stock to C. P. Wurts for his private residence ["a stately house located in the heart of the city and surrounded by ten acres of grounds comprising what is known [in 1897] as Hendrick's Park"]. For this same stock he had refused \$60,000 in cash a short time before. He soon originated another patent which he named Galena oil\* and sold the patent and factory to Venango County parties. In 1876 he originated still another improved oil and went to Franklin and erected a factory for its manufacture. A few years later he sold that out to the Standard Oil Company. Returning to Carbondale he erected an oil refinery of eight hundred barrels crude per day. In 1879 he again sold out to the Standard Oil Company for about \$100,000, and \$10,000 per year for ten years. They made an additional contract with him whereby they paid him \$5,000 per year to go to New York and superintend the erection of oil refineries in that city. For several years he continued in that capacity. In 1879 he started a small machine shop in Carbondale, and from this nucleus has sprung the Hendrick Manufacturing Company. / In the rear of his residence Mr. Hendrick [who was elected mayor of Carbondale in 1893] has a small shop, where he has done all of his experimenting and worked out all of his valuable patents, spending years to secure the proper working of a machine and never abandoning his efforts until he has perfected a plan. The building up of the Hendrick Manufacturing Company has been, outside of the Delaware & Hudson road and the coal mines, the principal factor in making Carbondale the beautiful and thriving city it now is."

\*Galena Oil: Given below is an advertisement from the Galena Oil Works, Limited, Franklin (Venango County), PA, Chas. Miller, President, that is given in the advertising pages at the end of the November 1893 edition (Volume XVII, No. 11) of the *Locomotive Firemen's Magazine*. Charles Miller may well be the person to whom E. E. Hendrick sold his Galena Oil patent and factory in Venango County, PA. Here is that Galena Oil Works, Limited ad:



CHAS. MILLER, President

# GALENA OIL WORKS, LIMITED

FRANKLIN, PA.

## SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oils is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific Coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading Railroads of the country.

(end of Van Bergen excursus)

Here is the announcement of the abandonment of the Gravity Railroad that was published in *The Republican* of Scranton:

**“GRAVITY ROAD TO GO** / Notice Given by the Delaware and Hudson Company. / TO BE DISCONTINUED ON JAN. 1 / Coal to be Carried Over the Erie and Wyoming Valley Railroad After That Date—Interview with Second Vice President Young Last Night. Some Wayne County Towns will Probably Disappear. / Soon the old gravity road from Carbondale to Honesdale will be a thing of the past, the Delaware and Hudson Canal company having decided to seek a cheaper route to carry the coal to tidewater market, and with this object in view an announcement was made yesterday that after January 1, 1899, the road would be discontinued and the tracks torn up. Thousands who have enjoyed the beautiful ride with its delightful panorama of nature's handiwork will regret this departure in the company's policy, and especially as the abandonment of the old road and the canal will throw fully 1,000 men out of employment and jeopardize the future of the thriving town of Honesdale, as well as other places along the line of the gravity road. / The proposal on the part of the company to abandon the road, has been known for some time and referred to in the local papers, but the decision was not formally announced until yesterday when a number of the company's officials made an inspection and notified interested parties of the decision. / Mr. J. W. Burdick, general passenger agent of the company, was in the city [Scranton] on Wednesday and on Thursday was joined by Mr. Horace Young of Albany, general manager. With Mr. C. R. Manville, superintendent of the Pennsylvania division, they left yesterday morning and visited Carbondale and Honesdale. / **WANT A CHEAPER ROUTE.** / Speaking to a Republican reporter last night, General Manager

Young stated that the D. & H. Co. had decided upon the change for the reason that the cost of carrying the coal along the gravity road was too expensive and that the company had made an arrangement with the Erie railroad, which comprises the Erie and Wyoming Valley railroad for the carrying of coal to tide water market. The Delaware & Hudson company will have the privilege of connecting at three points, viz.: Jessup, Yatesville and Minooka, so that the coal from breakers up the valley will be received on the Jessup branch and that from down the valley at Minooka and Yatesville. This is the future programme of the company. / Mr. Young pointed out that economy would be assured inasmuch as a through rate could be given. This will also avoid breaking the coal in bulk as caused by its transfer to boats at Honesdale, a serious item in the cost of transportation. / The gravity road was originally intended as a means of connection between the anthracite coal field and tidewater. Coal was taken to Honesdale where it was transferred to the boats on the D. & H. canal, then shipped to Rondout on the Hudson a distance of 108 miles, and afterwards to New York. For some years, however, the business on the canal has been declining until the number of boats was reduced from 1,400 to 250. It is believed that the cost per ton for carrying coal will be much reduced by the new arrangement, notwithstanding the fact that the coal will be carried over another system. / CAUSED GREAT EXCITEMENT. / As the canal will be abandoned as well as the gravity road it is feared that the change will be a disastrous one for those towns which are practically dependent upon the gravity road for their existence. Honesdale will be the chief one to suffer in this respect. After General Manager Young's visit yesterday the following notice was posted in the town: / 'Office of the second vice-president of the D. & H. Canal company, Albany, N. Y. Beginning January 1, 1899, no passenger, freight or coal trains will be run over the Delaware and Hudson Canal company's gravity road until further notice. H. G. Young, second vice-president.' / The minimum loss to Honesdale will be \$10,000 per month as a large percentage of the taxpayers are employed on the gravity road. Some of the principal residents are hopeful that the Erie company will purchase the line to connect the Honesdale and Jefferson branches at Carbondale. There does not appear to be any foundation for this hope, however. / The town of Waymart will probably disappear from the map inasmuch as its population is almost entirely dependent upon the gravity road. The same remark applies to Prompton which is made up mainly of railroad employes. / NO MORE

EXCURSIONS. / Farview will also become a thing of the past. Mr. Young was asked last night whether it was probable that the company would maintain the road as far as Farview for the summer excursion traffic and replied that although that feature had not been specially considered he thought it extremely doubtful that the D. & H. company would maintain any portion of the road, so that Farview would not be taken into consideration. / Asked as to the number of men affected by the change and who would be thrown out of employment, Mr. Young stated that including the abandonment of the canal the number would be 1,000 at least. Quite a considerable proportion of the men reside at Carbondale and that city will undoubtedly suffer its share by the change. Mr. Young stated that the locomotive shops in Carbondale will not be interfered with, but it is expected that the gravity repair shops will be closed. /FOR SCRANTON'S BENEFIT. /Among railroad men who discussed the matter last night it was believed that the loss felt by other places will result in a corresponding gain for this city and vicinity inasmuch as the number of employes on the E & W Valley railroad will be substantially increased to cope with the new volume of traffic and that the greater number will make their homes in this vicinity. / It is interesting to note that the change has not been directed upon the company until every effort was made to retain the old gravity road and to work it without loss. The boatmen on the canal have suffered for years owing to the declining trade caused by the coal being carried to tide-water by new companies. Efforts were made to improve the condition of the men and a few months ago an arrangement was made as the last resort. Under previous conditions each man owned his own boat and stopped at the terminal of the canal until his boat was loaded or unloaded, receiving a prescribed rate per ton for coal carried. The men during recent years could not make a living in this way, and the management to improve the conditions bought up every boat on the canal and so arranged matters that there would be no delay at either end of the route. As soon as a captain reached Rondout with a loaded boat he stepped on an empty boat and returned to Honesdale, and when he reached Honesdale with an empty boat he took a loaded one to the Hudson. It was hoped in this way that the men might do well, but a single season of this regime has been sufficient to establish the impracticability of it. / The canal having passed its best days the usefulness of the gravity road decreased steadily until its maintenance became a serious matter owing to the number of planes that had to be climbed. / INTERESTING OLD HISTORY. / The history of the gravity road is closely connected with the history of Lackawanna county. Its construction was regarded as a gigantic scheme. Work was commenced in July, 1825, and completed in October, 1828, the first load of coal passing over the mountains on Oct. 9, 1829. Up to 1870 it was estimated that the canal had cost \$6,309,954.27 and the gravity road upward of \$3,000,000. / The most interesting feature in the history of the road is the fact that the first locomotive used in America the 'Stourbridge Lion' ran on this road. It was built in Stourbridge, England, in 1828; the face of a lion adorned the front of it. Where the Methodist Episcopal church now stands on Second street, Honesdale, the 'Lion' was put on the rails and was run by Engineer Horatio Allen. In 1892 the locomotive after remaining for years in the Carbondale yards was taken to the Chicago exposition and is now in the Smithsonian institution Washington. / Although brought from England the 'Stourbridge Lion' did but little service on the road being

abandoned and stationery engines only used in bringing the coal to the canal. / THE NEW RAILROAD. / In connection with the discussion of the matter a rumor was current last night that the promoters of the new railroad from Scranton to New York had made arrangements with the Erie railroad company for the transportation of coal on the Erie & Wyoming railroad from Scranton to Wimmers at which point the line of the new road will commence." (Gritman scrapbook, clipping from paper published the day following the day on which the announcement was made "that after January 1, 1899 the road would be discontinued and the tracks torn up.")

The impact of abandonment of the Gravity Railroad in Archbald and down the line is described in the following article that was published in the *Archbald Citizen* on October 29, 1898:

"The process of substituting the steam road for the gravity has been quietly going on for several months but it is receiving prominence now because of the recent changes made in the manner of loading coal at the Delaware and Hudson breakers here [Archbald] and in Jermyn. When the new Klondike breaker at Olyphant was built there was no provision made for the loading of gravity cars, and since the breaker began operations the coal prepared in it has been sent to market in gondolas. At other breakers where improvements have been made in every case the wide has been substituted for the narrow gauge. / On Monday the work of changing the track at No. 2 breaker in Jermyn was begun. On Tuesday Mr. Rose, superintendent of the Delaware and Hudson Mine Department, and Mr. Carter were here with a corps of engineers and a grade for the new track was established. One of the results of the visit was an order to Outside Foreman Battenberg to get sand and stone for a new abutment to that portion of White Oak Breaker that extends over the gravity track. It is proposed to lower the grade of the present gravity track about three feet. It is now much higher than the grade of the steam road. While the track is being widened a third rail will be laid so that the work may be done without making it necessary to stop the breaker. The change will be made at once. / The abandonment of this section of the railroad will very probably result in the idleness of about three hundred men and boys. In this town [Archbald] alone about fifty will be affected. Those fifty include engineers, firemen, watchmen, headmen, footmen, brakemen, probably two section bosses, and their men. Peckville will also suffer much in this respect, because next to Archbald, there are more men employed on the gravity whose homes are there than there are from any other town in the valley. [Carbondale surely must have been the top city for number of Gravity employees.] The class of workmen affected is the same as that thrown out of work here. Besides a lot of valuable property of the company such as head houses and machinery will be rendered useless. / For the past few years the company has been substituting the gondola for the gravity wherever it can. The gondola having a larger capacity, and being moved by steam enables the company to get coal to market more quickly and less expensively than by the antiquated gravity system. " (*Archbald Citizen*, October 29, 1898)



Additional changes that will take place in Carbondale and along the line as a result of the closing of the Gravity Railroad are described in an article that was published in the *Carbondale Leader*, of October 31, 1898, as follows:

**"CONCERNING THE GRAVITY. / Further Changes That Its Abandonment Will Work in This City—What Will We Do About It?** / Nothing so directly affecting the various interests of Carbondale and vicinity has ever occurred as the notice posted on Friday last concerning the abandonment of the Gravity road. People presumed that passenger traffic at least would be continued to Waymart because of the large travel to Farview, but superintendent C. R. Manville said Saturday that it was not the company's present intention to do any business whatever along the line. / It is evident that the company has arrived at its important decision only after mature thought and that the decision is irrevocable. It will be felt most severely of all by the little towns between Carbondale and Honesdale. Waymart, Keene's Pond, Prompton and Seelyville are each picturesque little places whose sustenance is wholly or in large part derived from the gravity, and the inhabitants must before long for the most part leave their hearthstones and seek a livelihood in strange sections. / The first town of importance after leaving this city is Waymart, which has several hotels, an academy, a couple of churches, a depot and is a shipping point for the agricultural products of a wide area of land. Many farmers of Canaan township carried their goods to that point and sent them to this city and Scranton. / In Seelyville is a population of several hundred souls and the large Birdsall woolen mills are located there. Ex-judge Birdsall and William Birdsall are proprietors and the plant does an extensive business. It turns out frequently a large supply of blankets for Indians on the order of the United States government. At Seelyville also is a glove factory. These industries will be inconvenienced by the abandonment of the Gravity but Seelyville is a suburb of Honesdale and the change will not be fatal as the New York, Lake Erie and Western and Erie and Wyoming are still left to depend on. / **EFFECT IN HONESDALE.** / In Honesdale proper the effect of the change will be felt in manifold directions. The Delaware and Hudson and the Erie docks run about two miles long. They were at one time the largest coal docks in the world. The number of men now employed thereon is not a tithe to what it was in earlier times. Reduced traffic and labor saving machinery have severely diminished this force of laborers who about fifteen years ago often worked twenty hours per day to satisfy the voracious demand of the metropolis for fuel. / Nevertheless hundreds of men, officials, foremen, carpenters, machinists, car builders and common laborers are thrown out of work, and the great majority of them know not where to turn for work. Of course all the plane hands and engineers from Olyphant to Honesdale are in the same predicament. Five trains ran into Honesdale daily by the Gravity, and five ran out towards Carbondale. The crews of all these trains have long been in the service of the company, and will probably be cared for, but not in positions equal to the present. / Looking in the other direction from Honesdale to Rondout there are scores and scores of canal stores along the towpath. Some of them are half a century old, but nearly all must now put up the shutters and their owners locate elsewhere. There are several canal stores in Honesdale; stores which had scarcely any trade except that of the

Boatmen, and these are ruined. On top of this comes the announcement that the National elevator works, employing about seventy men, will be moved to Scranton shortly. NOTHING IN IT. / With the coal trade gone the Erie's compensation for touching the town is seriously reduced, and were it not for the fact that it still has to go [to] Hawley for Erie and Wyoming coal there can be little doubt that it would leave Honesdale to its fate. However, it is but ten miles from Hawley to Honesdale, and the additional expense of running that distance is not great. A rumor was current on Saturday that Honesdale was to be left by them in the woods. This is, however, probably without any foundation and as the Maple city is a county seat it will still hold a place on the map. / The canal is 108 miles long and has 106 locks. This with the gravity road represents a property of fully \$10,000,000. This seems a great amount to throw away, but it is just what the company will do. It can not be disposed of and as it does not pay there is no other recourse open. The thousands of narrow guage [sic] coal cars will be broken up and burned while their wheels and other iron parts will be sold as scrap iron. At least this was what was done in the case of the Pennsylvania Coal Company's gravity road and it is fair to be presumed the same will be done in this instance. / IN THIS CITY. / The disappearance of the road will also make many changes in the appearance of this city. A great change will be made by the demolition of the trestle on Dundaff street. This will be hailed with some delight; by the residents of John Street, however, as they have always felt themselves handicapped by the proximity of the line. With the passing of the trestle a new local coal office will be necessary. Whether this will increase the price of coal here time alone can tell, but there are many central city points from which it can be delivered without extra trouble. (clipping in Gritman scrapbook from (*Carbondale Leader*, Monday, October 31, 1898, p. 5)

2003

## **November 1898**

In the article titled "Eighty Men 'Laid Off'" that was published in the November 1, 1898 issue of the *Carbondale Leader*, "the almost earthquake shocks incident to the closing of the Gravity Railroad" are described, as follows:

**"EIGHTY MEN 'LAID OFF.'** / The almost earthquake shocks to this city, incident to the closing of the gravity railroad, follow one another in rapid succession. It was only Friday last that the first thunder clap came. Nobody had recovered from this but all had settled themselves to a brief period of waiting for the announced dissolution when, Monday came another and sharper intimation of a general overthrow. / As a result of the coming abandonment of the road on the first of January, the Delaware and Hudson company reduced the force of employees of the gravity shops more than one-half Monday afternoon. Orders were issued from the general office of the company for the suspending of many men from each department. The number includes nine from the blacksmith shops, 11 from the machine shop, 50 from the car shops and 10 from the bridge and construction department. The repair department of the car shop is almost abandoned. / The

majority of the men employed in these shops have been in the service of the company for years and some have become almost unfit for other work. The younger ones will of course seek employment elsewhere, but upon the older ones the blow is a hard one. The men have not been actually discharged. The bosses were simply notified to 'lay them off.' But all realized that the end has come and that the notice to return to work may be placed in the same category with the letter that never came." (clipping in Gritman scrapbook from *Carbondale Leader*, November 1, 1898, p. 5)

From a language perspective, it is interesting to note that "lay them off" is given in parentheses in the above article. That suggests that the verb "to lay off" was a new verb in the language at the time.

One week following the announcement of the closing of the Gravity Railroad, we read in an article that was published in the November 4, 1898 issue of the *Carbondale Leader*, "That the community has entirely recovered from any sense of loss which might have been felt over the announcement of the abandonment of the Gravity railroad." Here is that article, which is titled "Its Loss Will Not Be Felt":

**"ITS LOSS WILL NOT BE FELT. / The Abandonment on the Gravity is Now a Subject of Little Concern to the Community.** / That the community has entirely recovered from any sense of loss which might have been felt over the announcement of the abandonment of the Gravity railroad is apparent to all. It is now seen and acknowledged generally that the doing away with the road will have no bad effect on the town and there is a growing expression that it may even help the city. / While the sudden announcement of one week ago caused some dismay there was really no necessity for it and that this is now thoroughly realized is seen in the quick and entire recovery of the people from their temporary depression. The amount of money that the road brought into the town was light compared to that coming from other sources and the property holdings are too large in Carbondale to allow serious effects to the city from any such cause. Should such be threatened the residents would combine at once to protect themselves. But such is not the case. / **EVERYTHING BRIGHT.** / The latest movements of the Delaware & Hudson company are in direct opposition to those of a few days ago and have gladdened the hearts of those directly interested. A number of men who were laid off from the 'cripple' and bridge building shops, were today ordered back to duty. Sixty additional men were taken on to the construction and track repair gangs. Other positions have been found for those placed out of employment last week and the affairs of all seem to be moving along serenely again. / The Hazard wire work in Wilkes Barre will be considerably affected after January 1 by the shut down as they furnished a large quantity of the ropes for the gravity planes. / The glove factory of Robinson & Son at Seelyville and also the Honesdale woolen mills may be deprived of their power through the lowering of Keene's pond which was a feeder for the gravity. Homer Green,

of Honesdale, paid a visit yesterday to the company offices at Dunmore and received positive assurance, though no information in detail, that Erie & Wyoming trains will be run to the Maple City, and that the company will supply the town with coal." (*Carbondale Leader*, November 4, 1898, p. 5)

On Saturday, November 5, 1898, the last D&H Coal Boat from Honesdale (No. 1107, Captain Frank Hornbecker) left Honesdale. Local traffic continued to move on the lower end of the canal from Ellenville to tidewater, 1900-1901. The segment of the canal from High Falls to Rondout was used to transport Rosendale cement until 1905, when a washout severely damaged this remnant of the canal.

In an article that was published in the *Carbondale Leader*, November 7, 1898, p. 2, it was announced publicly that the D&H Gravity Railroad was for sale. Here is that article:

**"THE GRAVITY IS FOR SALE. / So Says Lewis E. Carr, General Attorney for the D. & H.—A Rise in the Stock is Expected.** / Lewis E. Carr, of Albany, general attorney of the Delaware & Hudson Canal Company was in Port Jervis, Saturday. With regard to the abandonment of the canal and the gravity road by the company he said the matter had been under consideration by the board of managers for a long time, but, being a conservative body of men, they had given it much thought before deciding on the course adopted. It had been found impossible to continue the transportation of coal by canal in competition with railroads. The cost of shipping coal to New York city over the gravity road and canal was 50 cents a ton more than by the Erie railroad. Owing to this difference the coal shipments by canal had decreased from 1,500,000 tons a year to 500,000 tons last year, and a lesser amount this year. The company was losing from \$75,000 to \$100,000 a year by its canal business whereas by the contract made with the Erie to transport the coal direct from the mines to New York without breaking of bulk a saving was made to the company of \$500,000 or \$600,000 a year, or an amount equal to nearly 2 per cent on the company's stock, representing \$35,000,000. He thought the stock would appreciate in value, because the Delaware and Hudson company was better off without the canal on its hands. / As to the future of the gravity road, 'It is there,' said Mr. Carr, 'and if any one wants to buy it, it is for sale. The canal will close earlier this season than usual; in fact, it is practically closed now. In the spring there is no likelihood that it will be opened again to Honesdale, but it will be continued the coming year from Ellenville to Rondout for local traffic. Its continuance for a longer term will depend upon the amount of its local business and the possibility of a railroad being built through that section.' He thought the canal would be permanently kept open from Ellenville to tidewater, the large shipment of cement from that place and High Falls making it profitable to do so." (*Carbondale Leader*, November 7, 1898, p. 2)

On the following day, the same announcement was published in another Carbondale newspaper, as follows:

**“GRAVITY ROAD FOR SALE. / Interesting Statement by the General Attorney for the D. and H. Co. /** Lewis E. Carr, general attorney for the D. and H. C. Company, says the Gravity Railroad is for sale. He was at Post [sic] Jervis last Saturday from his home in Albany, and with regard to the abandonment of the canal and Gravity road by the company, he said the matter had been under consideration by the board of managers for a long time, but, being a conservative body of men, they had given it much thought before deciding on the course adopted. It had been found impossible to continue the transportation of coal by canal in competition with railroads. The cost of shipping coal to New York city over the Gravity road and canal was 50 cents a ton more than by the Erie Railroad. Owing to this difference the coal shipments by canal had decreased from 1,500,000 tons a year to 500,000 tons last year, and a lesser amount this year. The company was losing from \$75,000 to \$100,000 a year by its canal business, whereas by the contract made with the Erie to transport the coal direct from the mines to New York without breaking of bulk a saving was made to the company of \$500,000 or \$600,000 a year, or an amount equal to nearly 2 per cent, on the company’s stock, representing \$35,000,000. He thought the stock would appreciate in value, because the Delaware and Hudson Company was better off without the canal on its hands. / As to the future of the Gravity road, ‘It is there,’ said Mr. Carr, ‘and if any one wants to buy it, it is for sale. The canal will close earlier this season than usual; in fact, it is practically closed now. In the spring there is no likelihood that it will be opened again to Honesdale, but it will be continued the coming year from Ellenville to Rondout for local traffic. Its continuance for a longer term will depend upon the amount of its local business and the possibility of a railroad being built through that section.’ He thought the canal would be permanently kept open from Ellenville to tidewater, the large shipment of cement from that place and High Falls making it profitable to do so.” (newspaper article in Gritman scrapbook, dated Tuesday, November 8, 1898)

On November 10, 1898, the last excursion train from Carbondale to Honesdale was run over the Gravity Railroad. That we know from the following article that was published in the *Wayne County Herald*, and reprinted in a Carbondale newspaper, as follows:

**“FACTS FOR THE HISTORIAN. / They Have Reference to the Canal and Gravity Railroad. /** The first boat of the Delaware and Hudson Canal company to enter the Honesdale basin some seventy years ago was welcomed by huzzaing crowds, by the booming of cannon and the fluttering of flags. Its coming was felt to be a harbinger of prosperity; and so it proved to be. The canal and the gravity railroad constituted a nucleus about which all other industries crystallized. But the company has done its work in this vicinity, and makes way for the new comers, whoever they may be. / Future local historians will find it recorded here that the last boat

to leave this end of the canal, to close up its three score and ten years of navigation, was boat No. 1107, Captain Frank Hornbecker, loaded in the basin on Saturday last. / It will also be of interest to said historian to know that on this dark, gloomy, rainy day Thursday Nov. 10, 1898, the last excursion train was run over the famous Gravity railroad from Carbondale to this place. Owing to the disagreeable weather the train consisted of only five cars. No cannon, no flags, no crowds, but deep in the hearts of most of our people a sad sigh of regret.—Wayne County *Herald*.” (undated clipping in the Gritman scrapbook)

In late November 1898, many rumors were in the air as to what would take the place of the Gravity Railroad. One possibility, we learn from the newspaper article given below, was the Honesdale, Scranton and Eastern Railroad, which was then being organized under the general railroad laws of Pennsylvania with a capitalization of \$9,000,000. Here is that article, from the November 30, 1898 issue of the *Carbondale Leader*:

**"IS IT A NEW RAILROAD/ Rumors Afloat That One is to Take the Place of the Gravity System.** / Railroad rumors are flying thick and fast and in the disturbed condition of all minds the most exaggerated are seized upon with avidity and passed from mouth to mouth. That many changes will be seen in the next year is certain and although the Gravity road is to be done away with there is now little doubt that something new will take its place. This will also be of the greatest benefit to Carbondale and December '99 will see a greater era of prosperity and progress for Carbondale than ever before. / This morning's Tribune says that the haulage deal of the Delaware & Hudson with the Erie is not a permanent arrangement, and a very broad intimation is given that it will cease with a transformation of the gravity into a steam road. / In line with this is an article by the Honesdale correspondent of the Truth. Whether he had any positive knowledge in the matter is unknown. We copy his article and leave our readers to judge of its worth. He says: / The great railroad project of which Honesdale, Scranton, Lackawanna and Wyoming Valleys have had some intimation is now fast materializing. The Honesdale, Scranton and Eastern railroad is now being organized under the general railroad laws of Pennsylvania with a capitalization of \$9,000,000. The road will commence at the Lackawanna river, near the station of Frank Hollenbeck's, thence by tunnel through the Moosic Mountain, a distance of one and three-quarters miles, and from thence to Honesdale, from where the road will continue to a point on the Delaware river, at or near the aqueduct of the Delaware & Hudson canal. The same corporation will organize a railroad under the laws of New York State, from the aqueduct mentioned to the Hudson river at Rondout, N. Y. This road will be 138 miles in length from the city of Scranton and will be the only road leading out of the coal fields of Pennsylvania to tide water, where it is all down grade. The Scranton, Honesdale and Eastern railroad will have on or before the 1<sup>st</sup> day of January next entered into a contract with the London Railway construction company, limited, for the tunneling of the Moosic mountain, and the construction and completion of their road to tidewater. While all now looks lonesome along the abandoned canal, nine millions of English gold will bring back the smiles to all." (*Carbondale Leader*, November 30, 1898, p. 2)

2004

## December 1898

In early December 1898, all of the abandoned Gravity Railroad coal cars were stocked on the levels between Carbondale the Mid-Valley. If all of those empty cars were placed in a single line, the line would extend twelve miles. In an article, dated December 8, 1898, from either the *Archbald Citizen* or the *Olyphant Record*, we read:

**“They Would Reach Twelve Miles.** / The Delaware and Hudson company has stocked all its abandoned gravity cars on all the levels between Carbondale and this place. There are about two hundred stocked between the foot of Plane ‘B’ and the head of Plane ‘D,’ while at the ‘A’ and ‘B’ levels there are many more. It is said that if all the gravity cars of the company were placed in a single line the line would extend twelve miles, or in other words, from Jermyn to Scranton.” (clipping dated THURSDAY, DECEMBER 8, 1898, from a Gritman scrapbook; the clipping may be from the *Archbald Citizen* or the *Olyphant Record*, since the mid-Valley planes are specifically mentioned)

By early December 1898, about one hundred of the Gravity-gauge coal cars had been remodeled for use on standard-gauge tracks. In addition, the tracks on the scales at the different breakers were widened and the chutes remodeled so that large cars as well as small ones could be filled with coal from them. In addition a large Erie yard was under construction at Jessup. In the *Carbondale Leader* of December 10, 1898, we read:

**"THE COMING ABANDONMENT. / Changes Made Necessary by the Abandonment—The Erie's Yard at Jessup.** / It is said that the employees along the line of the lamented gravity railroad were notified individually yesterday of the abandonment of that portion of the Delaware & Hudson company's lines. Although no one will officially verify the rumor it is the common belief about town and several occurrences have given strength to it. / Already a number of cars used on the narrow gauge road have been remodeled for use on the wide gauge and have been used for the transportation of coal to points north of this city. About one hundred have been remodeled so far, and it is said that the work will be continued until all are remodeled. The work of burning the old used up cars still goes on along the line of the road, but the iron parts kept to be used in repairing the cars in use. / The tracks on the scales at the different breakers have been widened and the chutes are being remodeled so that large cars as well as small ones can be filled with coal from them. / The abandoning of the old Gravity necessitates a large yard near the connecting point of the road they ship over. To fill this need, the Erie will make a large yard at Jessup, where their engines will make up the trains for Port Jervis. Years ago when people were settling at Jessup the Pennsylvania Coal company allowed them to build on their land for a small yearly rental, little thinking the time would come when this land would be valuable to them. The time has arrived, and the houses, some of which are very fine buildings, are to be moved to make way for the twelve new tracks which will make up the new yard for the storing of coal, ready for the Erie engines." (*Carbondale Leader*, December 10, 1898, p. 5)

At the end of December 1898, the D&H announced (1) that passenger and freight trains would be run over the Gravity Railroad until further notice, (2) that the stations on the light track between Honesdale and Waymart would be closed, and (3) that locomotive power would be used for moving all trains between Honesdale and Waymart. There was also talk that a steam locomotive line would be built over the mountain to Honesdale. In the *Carbondale Leader*, of Thursday, December 29, 1898, p. 5, we read:

**“THE GRAVITY TO CONTINUE.** / Passenger and Freight Trains Will Be Run on It Till Further Notice. / Farewell excursions over the Gravity railroad planned for Saturday will be postponed. Today the following notice was posted on the general office of the company in this city. / DELAWARE & HUDSON CANAL COMPANY / Office of the Second Vice-President. / Albany, N. Y., December 28. / Commencing January 1, 1899, Passenger and Local Freight trains will continue running on the Gravity Railroad until further notice. / Stations on the light track between Honesdale and Waymart will be abandoned and locomotive power will be used for moving all trains from Honesdale to Waymart. / H. G. Young, / Second Vice President. / Coming after three months of anxiety and suspense following the announcement of the abandonment of Gravity trains it brought with it joy to the hearts of all residents of the city. The fact that no more coal is to be taken over the Gravity means that the road is destined to be abandoned at some future time—but it will not be until some better means of taking coal from this section has been completed. / When superintendent Manville was seen by a *Leader* man today he said that the future movement of the company had not yet been fully decided upon. The work of widening the cuts near Bushwick is only an incidental matter to allow of taking the wider gauge cars to the Racket Brook breaker and the washery being erected near that point. There could be little obtained from official quarters that would tend to confirm the report that a steam road is to be built over the mountain—and yet the project was not denied by any one and the belief grows stronger that this will be the ultimate result. It was hinted by some that as Shepherd’s Crook was the only obstacle this would be gotten over by extending the road a short distance further north and then running south again on a V. / For nearly a week the Delaware and Hudson have been giving their coal for the New York city trade to the N. Y. S. & W. at Yatesville. This is only the coal mined south of that place. All the rest will hereafter come through here. From one who is prominent in D. & H. circles and knows whereof he speaks the reporter gleaned that information that it is due to the efforts of superintendent Manville that Gravity passenger and freight trains are to be continued for the present and thus the city owes another debt of gratitude to him. / Mr. Campbell of Orange, N. J., who is the agent for the Amos A. Call Mailing company is in this city endeavoring to sublet the contract for carrying the mail between Carbondale and Honesdale. This is one of the largest mailing syndicates in the country but it is doubtful about their being able to dispose of their present contract as the figures given stagemen would only make money on their passenger traffic. If the Post office department insist on it they will be compelled to carry out their proposition, however. / *The Wayne Independent* says that an order has been given for six mammoth stationary engines of an improved pattern, presumably for use on the mountain section of the Gravity, and also an order for many tons of heavy rails which are also supposed to be for



the proposed standard gauge of the same road. Numerous messages are going over the wire relative to the changes that are about to take place but as yet not anything official has been given to the public.” (clipping in a Gritman scrapbook from *Carbondale Leader*, THURSDAY, DECEMBER 29, 1898, p. 5)

2005

## **January 1899**

On January 1, 1899, the D&H Gravity Railroad, as a gravity line in its entirety, ceased operations. In Joslin/Davies, we read:

“On the first of January, 1899, the Delaware & Hudson canal company abandoned the famous gravity road as a means of transportation of coal between Carbondale and Honesdale.” (Joslin/Davies).

Passenger and local freight service would continue on the Gravity Railroad after January 1, 1899. Stations on the light track between Honesdale and Waymart were abandoned; steam locomotive power (the *Lackawanna*, with Edward F. Baird, engineer) was used for moving all trains from Honesdale to Waymart; steam locomotive power (the *Major Sykes*) also used for moving all trains from Carbondale to Farview.

**January 2, 1899:** first train leaves Honesdale for Carbondale, on the loaded track, with steam locomotive as motive power. Tracks were gravity-gauge; cars were run up and down the Farview/Waymart gravity planes (Nos. 9, 10, 11, 12, 18, 19, 20), in which the gravity-gauge tracks were still in place. A steam engine (the Major Sykes) pulled the cars out of Carbondale to Farview on the light track. Cars descended to Carbondale from Farview on the light track and were pulled into Carbondale by a steam engine from the Lookout. Cars descended by gravity to Honesdale from Waymart on the former loaded track and were pulled back to Waymart by a steam locomotive, the *Lackawanna*, with Edward F. Baird, engineer. This is how things were up to January 22, 1899, when the 23.74 miles of gravity-gauge tracks were widened to standard gauge in less than 24 hours.

New Year’s Eve in Carbondale, 1899, was marked by the blowing of whistles and the ringing of bells. “From the iron throats of the whistles at the heads of planes between Waymart and Honesdale screamed forth their last greeting to a new year and those between this city and Waymart blew out such blasts as they had never blown before in welcome to a new era of prosperity.” On the morning of January 2, 1899, the first train for Carbondale by the new steam railway departed from Honesdale. In the *Carbondale Leader*, January 2, 1899, p. 5, we read:

**“BIRTH OF ‘99 / The Usual Demonstrations—The Locomotives on the Other Side of the Moosics.** / The advent of the New Year in this city [Carbondale] was marked as usual by the blowing of whistles and ringing of bells. At eleven o’clock Jack Frost was present and his voluminous breath was so much in evidence that it was scarcely possible to distinguish the electric street lights at a distance. Then the moon rose in its splendor and the new year was born in its light. The scene was enhanced by the white purity of the snow which reflected the light of the orb of the night and made the scene nearly as bright as at mid-day. / At the different watch meetings and gatherings throughout the city the new year was welcomed by songs of praise and prayers. From the iron throats of the whistles at the heads of planes between Waymart and Honesdale screamed forth their last greeting to a new year and those between this city and Waymart blew out such blasts as they had never blown before in welcome to a new era of prosperity. / At Honesdale this morning a large crowd gathered to witness the departure of the first train for Carbondale by the new steam railway [emphasis added]. / The same crowd was in evidence at the arrival of the first train from this city and at Waymart the appearance of the trains was an occasion for much celebration and the only regret of the residents of this pretty little hamlet was that they didn’t have a band to salute the ‘iron monster.’” (*Carbondale Leader*, January 2, 1899, p. 5)

From a dispatch from Albany that was published in an article in the January 2, 1899 issue of the *Carbondale Leader*, we learn that the D&H transferred the distributing point of its coal business from Rondout to Albany at that time. One reason for the change was to be able to supply the steamboat lines with coal. Here is that article:


**"RONDOUT WILL BE A LOSER. / D. & H. to Transfer Its Distributing Point to Albany. /** A dispatch from Albany says: The Delaware & Hudson railroad will transfer the distributing point of its coal business from Rondout to this city. Vice president Horace G. Young said this morning that the change would take place on the opening of navigation; that the move had been contemplated for some time, and that it will surely increase considerably the earnings of the road. / It is intended to supply coal to all points on this side of Kingston, from the Albany distributing point. One reason for making the change was in order to be able to supply the steamboat lines with coal." (*Carbondale Leader*, January 2, 1899, p. 5)

An interesting newspaper clipping, dated 1942, titled “Last Trip On Gravity,” is in the collection of the Lackawanna Historical Society. The clipping was donated to the LHS, possibly, by Mrs. Maud Masters Stone. The original photograph was submitted to the newspaper by the daughter (Mrs. C. S. Green of Clarks Summit) of A. J. Hartwick of Seelyville, the man seen standing at the base of the cliff on the right.

Here is that clipping:

*From Mrs. Maud Master Stone*  
*Pa. Gravity RR*  
*9, 1942. Conlcs* *RR-G-8*

## ***Last Trip On Gravity***



The last trip of cars to make the journey over the old Gravity road between Honesdale and Carbondale, which ceased operating on Jan. 3, 1899, is shown in the picture above. This photograph was taken on the horseshoe curve between Honesdale and Seelyville. The man in the background holding the rifle is A. J. Hartwick of Seelyville, who formerly lived in Clarks Summit and who was a foreman at the Peck Lumber Company for many years. The picture was submitted to The Times by Mrs. C. S. Green of Clarks Summit, daughter of Mr. Hartwick.

The Gravity road played an important part in the development of the region. It was built by the old Delaware and Hudson Canal Company to transport anthracite to the canal at Honesdale from Carbondale and was opened Oct. 9, 1829. As the years went by the road was improved and its capacity increased from time to time to keep up with increased tonnage. Eventually it was extended to Archbald, when the company began to operate the White Oak Mine there, and in 1858 it was extended to Valley Junction, Olyphant. In 1860 it was extended to Providence with locomotive power used on this last extension.

A. J. Hartwick  
of Seelyville

The date given in the clipping, January 3, for the last trip of coal cars over the Gravity road is incorrect. Are these coal cars loaded or empty? They appear to be empty. Whatever the case, no coal shipments were made over the Gravity Railroad, beginning January 1, 1899. In addition, it is not correct to say, as is reported in the caption, ". . . the old Gravity Road. . . ceased operating on Jan. 3, 1899. . ." A significantly modified version of the Old Gravity Road continued to function until 1901.

A black and white photo negative of the photograph shown above is among the negatives that were purchased by Sal Mecca, Dunmore, at the Dr. Edward Steers estate auction sale. From that negative, the electronic print of that photograph shown below has been produced:



The photo shown above is given on page 30 of Wakefield's *Coal Boats to Tidewater*. There the photo is reproduced from the collection of M. B. Wakefield. The caption in Wakefield reads as follows: "A long string of empties sidetracked in an immobile position by a derailed front truck and a piece of chain. Possibly these cars were stored in this manner shortly after abandonment of the Gravity in preparation for scrapping operations." Wakefield may well be correct. These cars may well be empty cars, sidetracked, awaiting scrapping.

In early January 1899, the men in the D&H Gravity shops in Carbondale were working nine hours a day to widen the gauge of the Gravity passenger coaches, a large number of Gravity coal cars, as well as some of the Gravity freight cars. The work of widening that portion of the light track leading to Racket Brook breaker was expected to begin soon. In the January 7, 1899 issue of the *Carbondale Leader*, we read:

**"CONCERNING THE GRAVITY. / Widening the Passenger Cars Makes the Shops Again Lively—Other Notes.** / The Delaware & Hudson have commenced to widen their gravity passenger coaches to standard gauge. The work is being done in the gravity shops in this city and is being pushed as rapidly as possible. The order was recently issued by the company to the effect that they wanted six coaches remodeled immediately, and in addition a large number of coal cars will be widened to the standard gauge, thus giving employment to the men that were laid off last Saturday. Notices were served on several employees yesterday to report for duty Monday morning and a number resumed their old positions yesterday afternoon. Some of the company's gravity freight cars are also to be widened. / Chief engineer Brown, of the Delaware & Hudson is in this city for a few days looking after the company's interest. Mr. Brown is a much respected resident of Albany, N. Y. / The Delaware & Hudson gravity shops have been placed on nine hours per day instead of eight, as stated yesterday. The increase of one hour was necessitated by the new order which came yesterday on account of the changes that are being made in the gravity cars. / It is expected that the work of widening that portion of the light rack leading to Racket Brook breaker will be commenced again soon. There are rumors to the effect that the company will again apply to the department for the contract of carrying the mails and as the residents of Honesdale complain of the present as not being adequate some arrangements to that end may be made. There are certainly no indications that the company intend to totally abandon the road over the mountain." (*Carbondale Leader*, January 7, 1899, p. 5)

A substantial and highly informative article about "Some of the Things Heard Concerning the Projects of the Delaware and Hudson" was published in the *Ellenville Journal* in early January 1899 and reprinted in the *Carbondale Leader*, Thursday, January 12, 1899, p. 5. From that article, we learn:

- For some time past the D&H company have been buying immense quantities of ties and storing them in convenient places for use when needed. Lately shipments of these have been sent over the Gravity railroad. These ties are for use on steam railways and are a great deal heavier than those now in use.
- Shipments of heavy steel rails are arriving daily and, it is said are being loaded on Gravity cars for transportation.
- In the meantime the D. & H. C. company are making preparations to widen the gravity tracks, one gang of men having started in at Carbondale and another gang at Waymart, both working eastward.

- Both of those gangs of men are clearing the road bed, pulling and setting spikes, leaving just enough of the latter in to temporarily hold the rails. The ties will not be disturbed. Both rails will be moved outward far enough to make the required width for the standard gauge. It is now thought by many, that the tracks will be moved between Saturday night and Monday morning next.
- The coal that was taken to 'Grassy Island' breaker is now taken to the new breaker at Olyphant and yesterday a new narrow gauge locomotive named the 'Porto Rico' was received which will be used to draw the coal.
- 'The Major' [Sykes] is now in the locomotive shops receiving a thorough over-hauling but as far as can be learned no change will be made in her gauge. It is thought that she will be taken to the other side of the mountain for temporary use as the engines now pulling the trains are unable to make the trips in the required time.
- It is said that the project of tunneling the Moosic Mountain is still under consideration by the Erie and Delaware & Hudson companies.
- One of the proposed courses is to enter the mountain on the east side above Waymart, passing immediately under High Knob and coming out on the west side just below Forest City. This tunnel would be one and a half miles long and would cost between four and five hundred thousand dollars. It is understood that this course through the mountain is considered far more preferable than the other proposed route (see below) and it is likely to be the one chosen.
- The second proposed tunnel would enter the mountain on a level with the Delaware & Hudson gravity track at Shepherd's Crook, pass under the pavilion at Farview and come out on the east side a short distance above the village of Waymart. This tunnel, only a mile long, would leave the road with quite a heavy grade on both sides of the mountain.
- The Delaware & Hudson Canal company have called in their telegraph line from Honesdale to Rondout. This was the first telegraph line in the valley, having been established in 1862.
- H. S. Wells of the telephone exchange, and operator in charge of the local Western Union office, has had charge of the canal company's office over twelve years, and was in the employ of the company two years before. An agent of the company was along a few days ago gathering up and removing instruments and all the belongings of the Delaware and Hudson company.'

Here is the complete text of that extraordinary article from the Thursday, January 12, 1899 issue of the *Carbondale Leader*:

**“MORE ABOUT THE GRAVITY / Some of the Things Heard Concerning the Projects of the Delaware and Hudson.** / What the outcome of all the work now in hand by the workmen of the Delaware & Hudson company along the line of the Gravity railroad will be can not be learned from any official source but everyone seems ready to advance some theory or other and it is always backed by something authentic as far as a basis for supposition is concerned. / For some time past the company have been buying immense quantities of ties and storing them in



convenient places for use when needed. Lately shipments of these have been sent over the Gravity railroad. These ties are for use on steam railways and are a great deal heavier than those now in use. Shipments of heavy steel rails are arriving daily and, it is said are being loaded on Gravity cars for transportation. / In the meantime the D. & H. C. company are making preparations to widen the gravity tracks, one gang of men having started in at Carbondale and another gang at Waymart, both working eastward. They are clearing the road bed, pulling and setting spikes, leaving just enough of the latter in to temporarily hold the rails. The present gauge is five [should read "four"] feet three inches, the standard gauge is five [should read "four"] feet eight and a half inches. The ties will not be disturbed. Both rails will be moved outward far enough to make the required width for the standard gauge. It is now thought by many, that the tracks will be moved between Saturday night and Monday morning next. / A NEW LOCOMOTIVE. / The coal that was taken to 'Grassy Island' breaker is now taken to the new breaker at Olyphant and yesterday a new narrow gauge locomotive named the 'Porto Rico' was received which will be used to draw the coal. / 'The Major' [Sykes] is now in the locomotive shops receiving a thorough over-hauling but as far as can be learned no change will be made in her gauge. It is thought that she will be taken to the other side of the mountain for temporary use as the engines now pulling the trains are unable to make the trips in the required time. / THE TUNNEL. / It is said that the project of tunneling the Moosic Mountain is still under consideration by the Erie and Delaware & Hudson companies. One of the proposed courses is to enter the mountain on the east side above Waymart, passing immediately under High Knob and coming out on the west side just below Forest City. This tunnel would be one and a half miles long and would cost between four and five hundred thousand dollars. The other proposed course is to enter the mountain on a level with the Delaware & Hudson gravity track at Shepherd's Crook, pass under the pavilion at Farview and come out on the east side a short distance above the village of Waymart. The latter tunnel, only a mile long, would leave the road with quite a heavy grade on both sides of the mountain. It is understood that the first named course through the mountain is considered far more preferable and that it is likely to be the one chosen. / FROM AN EXCHANGE. / 'The Delaware & Hudson Canal company have called in their telegraph line from Honesdale to Rondout. This was the first telegraph line in the valley, having been established in 1862. H. S. Wells of the telephone exchange, and operator in charge of the local Western Union office, has had charge of the canal company's office over twelve years, and was in the employ of the company two years before. An agent of the company was along a few days ago gathering up and removing instruments and all the belongings of the Delaware and Hudson company.' –Ellenville Journal." (*Carbondale Leader*, Thursday, January 12, 1899, p. 5)

On the following day, January 13, 1899, another fact-filled article about the Gravity Railroad was published in the *Carbondale Leader*. From that article we learn:

- In 1899 the D&H owned 4,500 Gravity coal cars. Gravity-gauge trucks will be installed on 800 of those cars (standard gauge trucks have already been installed on 325 of those cars)

- Farview will probably be the center of attraction for excursionists all along the line of the Erie road, from Honesdale to New York city, next summer.
- The Gravity will doubtless be changed to the standard gauge of all railroad lines in the United States, between Saturday night of this week (the 14<sup>th</sup>) and Monday morning next (the 16<sup>th</sup>). The driving of the outer spikes for each rail commenced on Tuesday morning and will be all in by Saturday night, when the rails will be moved over to them, a distance of 2 ¾ inches, and spiked.
- The covering of the two ‘dungeons,’ between Seelyville and Prompton, [Cellar holes No. 1 and 2] will have to be removed as well as a portion of the light track at plane No. 2, where the loaded track passes under it, so as to admit of the free passage of a much larger engine, which is to be sent over from Carbondale, as a motive power for the Keystone express from Honesdale to Waymart.
- All bridges and highworks along the line are being strengthened, and all the cables of the five planes from Honesdale to Waymart are to be thoroughly tarred to protect them from the weather.”

Here is the complete text of this remarkable article from the January 13, 1899 issue of the *Carbondale Leader*:

**“CHANGES ON THE GRAVITY. / Some Interesting Items on the Passing of the Road, From an Exchange.** / The Honesdale Citizen of this week contains some interesting items concerning the Gravity railroad and we group them below for the benefit of our readers. / ‘Blest be the ties that bind,’ is at present the favorite hymn of the residents of Honesdale and Carbondale. / The total Gravity coal cars, owned by the Delaware & Hudson Canal company number about 4,500. Some of them are old and comparatively useless, with the exception of the iron work. It is the intention to put broad gauge trucks under 800 of them, of which 325 have been thus equipped and work is now progressing on the others. / Farview will probably be the center of attraction for excursionists all along the line of the Erie road, from Honesdale to New York city, next summer. / Lackawanna reporters are wrong when they say the new mountain mail carrier ‘lost his way up near Waymart the other day.’ He was only trading horses. / The Gravity will doubtless be changed to the standard gauge of all railroad lines in the United States, between Saturday night of this week and Monday morning next. The driving of the outer spikes for each rail commenced on Tuesday morning and will be all in by Saturday night, when the rails will be moved over to them, a distance of 2 ¾ inches, and spiked. The present gauge of the gravity is four feet and three inches, and the standard four feet eight and a half inches. A large number of men will be employed to do the work. The covering of the two ‘dungeons,’ between Seelyville and Prompton, will have to be removed as well as a portion of the light track at plane No. 2, where the loaded track passes under it, so as to admit of the free passage of a much larger engine, which is to be sent over from Carbondale, as a motive power for the Keystone express from Honesdale to Waymart. All bridges and highworks along the line are being strengthened, and all the cables of the five planes from Honesdale to Waymart are to be thoroughly tarred to protect them from the weather.” (*Carbondale Leader*, January 13, 1899, p. 6)



From an article that was published in the January 16, 1899 issue of the *Carbondale Leader*, we learn that the projected widening of the gauge of the Gravity Railroad to be completed between Saturday night, January 14, and Monday morning, January 16, did not take place. It is now expected that the widening of the gauge of the line will take place between Saturday night, January 21, and Monday morning, January 23. From that article, we also learn that:

- The locomotive shop in this city has been very busy during the past week in preparing the four locomotives that are to run on the widened road. Their journals, wheels and cylinders have been thoroughly overhauled and all will be ready to be sent out on Thursday (January 19). The work on two of the locomotives is now practically complete and it is expected they will be taken out of the shop for a test this afternoon (January 16).
- The test of the four locomotives will be made on a new track which has been laid between the two round houses. It is a counterpart of the curve known as Shepherd's Crook on the gravity, with the exception of the grade. The locomotives to be used are the four lightest owned by the company and the 'side play' in the boxes as they were used on the steam road is one-eighth of an inch which will be increased to one and one-half inches for use on the gravity.
- As far as can be learned the rails now in use will be used except where the curves are sharp. At Shepherd's crook there are piled 2,190 feet of the heavy rails now in use on the steam railway.
- Just above No. 2 head, near the site of the Racket Brook Washery, the bank on the lower side of the bridge has been cut away preparatory to strengthening the track at that point.
- At Farview the tracks are being changed to make a better entrance to Farview from the light track to the grounds. How the road will run from Farview to Waymart is a problem, but the route that would suggest itself upon observation, by the natural conditions existing, would be to follow a southeasterly direction from Farview station along the mountain side for a distance of about two miles and by a loop similar to that at Shepherd's crook turn in the direction of Waymart. This loop, when constructed, would become known as the South Canaan Loop.

Here is the complete text of that remarkably informative article:

**“WIDENING THE GRAVITY. / It is Expected That the Work Will Be Done Next Sunday—The Preliminaries.** / The prediction made in the Honesdale Citizen that the work of widening the gauge of the Gravity railroad would be commenced Saturday night was not fulfilled. Everything was quiet along the line yesterday, with the exception of a few gangs of men employed in clearing away the snow, smoothing off the outer parts of the ties and distributing spikes along the line, but it is understood that next Saturday night will see the beginning of the big work and that a sufficient force of men will be put on to complete it by Monday morning. / The locomotive shop in this city has been very busy during the past week in preparing the four locomotives that are to run on the widened road [emphasis added]. Their journals, wheels and cylinders have been thoroughly overhauled and all will be ready to be sent

out on Thursday. The work on two of the locomotives is not [sic; possibly “now” was intended] practically complete and it is expected they will be taken out of the shop for a test this afternoon. This test is to be made on a new track which has been laid between the two round houses. It is a counterpart of the curve known as Shepherd’s Crook on the gravity, with the exception of the grade. The locomotives to be used are the four lightest owned by the company and the ‘side play’ in the boxes as they were used on the steam road is one-eighth of an inch which will be increased to one and one-half inches for use on the gravity. / As far as can be learned the rails now in use will be used except where the curves are sharp [emphasis added]. At Shepherd’s crook there are piled 2190 feet of the heavy rails now in use on the steam railway which substantiates this belief. Just above No. 2 head, near the site of the new washery [Racket Brook Washery], the bank on the lower side of the bridge has been cut away preparatory to strengthening the track at that point. / At Farview the tracks are being changed to make a better entrance to Farview from the light track to the grounds. How the road will run from Farview to Waymart is a problem, but the route that would suggest itself upon observation, by the natural conditions existing, would be to follow a southeasterly direction from Farview station along the mountain side for a distance of about two miles and by a loop similar to that at Shepherd’s crook turn in the direction of Waymart [this loop would become known as the South Canaan Loop]. / The rumor that the options on the land at Waymart had been closed was premature, but attorney Lane of Honesdale was in Waymart on Friday and renewed all of them for another thirty days. This to the residents of that little place has given a new lease of hope, but if a railroad yard is established at that place it will be contrary to the usual custom of railroads, as yards are generally located at a summit on the line.” (*Carbondale Leader*, January 16, 1899, p. 2)

In the Thursday, January 19, 1899 issue of the *Carbondale Leader*, it was announced that everything was in readiness along the line of the Gravity Railroad for the widening of the Gravity tracks to standard gauge between Saturday night, January 21, 1899, and Monday morning, January 23, 1899. Spikes have been driven in the outer edges of the ties now in use and everything possible to facilitate the work is being done. The tracks on the planes from Farview to Waymart will be widened and used until the new route down the mountain is completed. A fifth steam locomotive is being readied in the shops in Carbondale for use on the new standard gauge line. Engines to be used between Honesdale and Waymart, when ready, will be moved to Honesdale via the tracks of the Erie and Wyoming. Here is that fact-filled article from the *Carbondale Leader*:

**“TRACKS READY TO BE WIDENED. / What is Being Done Along the Line of the Gravity—Another Locomotive.** / Everything will be in readiness along the line of the Gravity railroad for the widening of the tracks between Saturday night and Monday morning. Spikes have been driven in the outer edges of the ties now in use and everything possible to facilitate the work is being done. The abutments on the other side of the mountain, that are too close to the tracks to permit the safe passage of standard gauge rolling stock are being taken away and bridges are being strengthened by heavy timbers. / The tracks on the planes from Farview to Waymart will be widened and used until the new route down the mountain is completed. Another

engine is now in the locomotive shop to be made ready for use on the new road, making the total number five. In conversation with a railroad man this morning he said that it would be impossible to take the engines down the plane for use on the other side of the mountain and that in all probability they will be taken over the Erie & Wyoming to Honesdale [emphasis added]. / Nothing can be learned from the various heads of departments when interviewed. No authoritative person will give credence to any theories advanced and everything published must be gained by observation.” (*Carbondale Leader*, January 19, 1899, p. 5)

An article titled “The Last of the Gravity” was published in the *Carbondale Leader*, Saturday Afternoon, January 21, 1899, p. 5. That article begins with the following epoch-defining sentence:

“Today marks the last day of the existence of the famous Gravity railroad to which this city owes its reputation as a terminal point of one of the most unique and picturesque lines of railroad in existence.”

From that article we learn that:

- On Monday, January 23, 1899, a “modern steam railway,” the D&H line from Carbondale to Honesdale, will begin operations.
- In preparation for the widening of the tracks, the following steps have been taken: between Carbondale and Honesdale, the outside spikes for both rails have been driven, all bridges have been strengthened and blasting away the rocks where cuts were too narrow has made the way safe for the broad gauge cars. Tools, spikes and other material are liberally distributed along the line of the road.
- When the last Gravity train passes over the line on January 21, 1899, a large force of employees will commence the work widening the gauge.
- At the close of business on January 21, 1899, the D&H Main Street Station (the Gravity station on North Main Street) will close. D&H trains for Waymart, Honesdale, beginning January 23, will leave from Carbondale’s Union Station and Seventh Avenue Station (also known as the City station).
- All narrow gauge cars are being collected from the different points along the road and brought to the yards in Carbondale and as a consequence all the mines in Carbondale are idle today (January 21). The work of widening the gauge of the tracks that are used as switches to the chutes was begun this morning and work will be resumed at the mines Monday morning (January 23)
- The Gravity railroad will hereafter be known, officially, as the Honesdale branch, and a new time table will go into effect on Monday, January 23, 1899.
- There will be six trains daily, between Carbondale and Honesdale, and six trains from Honesdale daily from Honesdale to Carbondale

- **Connection of D&H rails and Erie rails at Honesdale:** At Honesdale trackmen have laid heavy rails from Blandin's highworks to connect with the Erie just below the iron canal bridge, and now the residents of Honesdale have hopes that the Erie passenger trains can leave from Honesdale proper (instead of leaving from East Honesdale) if the Delaware & Hudson and Erie can agree upon terms. The car house, near the foot of No. 13 plane, was demolished last week, to make room for a switch to the Gravity station.
- The fires under the boilers at planes Nos. 14, 15, 16 and 17, on the light track between Honesdale and Waymart have all been drawn.
- Heavy rails will not be substituted for the light ones on sharp curves but will be used as guard rails and no radical change in the present line will be made until later.
- **Plans for South Canaan Loop:** The surveyors for the new steam road are at present engaged on a route starting at a point on the loaded track, near the Staples hotel in Waymart and proceeding in a southerly direction to the residence of Daniel Gray in Canaan; thence southwest to the Munson farm, and from there to a point on the Swackhammer farm. The route then passes up through the gap in the mountain and strikes the light track near Farview. It is said that the distance via this route from Waymart to Farview is five miles, with a very favorable grade.

Here is that fact filled article from the *Carbondale Leader* of January 21, 1899:

**“THE LAST OF THE GRAVITY. / Everything in Readiness for the Change of Power—The New Time Table.** / Today marks the last day of the existence of the famous Gravity railroad to which this city owes its reputation as a terminal point of one of the most unique and picturesque lines of railroad in existence. The fame has spread throughout the country and thousands have been attracted here for the purpose of being drawn to Farview over the cables on the inclined planes and riding back from the summit of the Moosics by the force of an unseen power. / On Monday next will be seen the more modern steam railway operating in its place. An immense amount of work toward changing the gauge of the road to the standard has already been accomplished. Between this city and Honesdale, the outside spikes for both rails have been driven, all bridges have been strengthened and blasting away the rocks where cuts were too narrow has made the way safe for the broad gauge cars. Tools, spikes and other material are liberally distributed along the line of the road and when the last train passes over the line tonight a large force of employees will commence the work widening the gauge. / A notice was posted at the Main street station today to the effect that it would be abandoned and trains for Waymart, Honesdale and other stations will leave Union and City stations. All narrow gauge cars are being collected from the different points along the road and brought to the yards in this city and as a consequence all the mines here are idle today. The work of widening the gauge of the tracks that are used as switches to the chutes was begun this morning and work will be resumed at the mines Monday morning. / **THE NEW TIME TABLE.** / The Gravity railroad will hereafter be known, officially, as the Honesdale branch, and a new time table will go into effect on Monday, 23d inst. / Trains will leave Union station, Carbondale (city station one minute later) for Honesdale, as

follows: 7.13, 9.35 and 11.15 a.m., 1.06, 3.09, and 6.08 p.m. / Arrive Honesdale 8.41, 11.03 a.m., 12.43, 2.34, 4.37 and 7.36 p.m. / Trains will leave Honesdale, for Carbondale as follows: 7.30, 9.51, and 11.12 a.m., 1.22, 3.25, and 5.30 p.m. / Arrive Union station (City station one minute earlier) Carbondale 8.51, 11.12 a.m., 12.34, 2.44, 4.47 and 6.52 p.m. / The residents of the south side are in a state of excitement over a rumor that the Honesdale trains will stop at Powderly and at Bushwick. If the rumor is true it would afford the people of that section the same conveniences as a street railway and to use the language of an enthusiastic resident would be 'just as good as the Elevated railway in New York city,' but the official time table does not name either of these points as stopping places, hence the hopes of the would be 'commuters' are blasted, at least for the present. / CONNECTED WITH THE ERIE. / At Honesdale trackmen have laid heavy rails from Blandin's highworks to connect with the Erie just below the iron canal bridge, and now the residents of that progressive little town have hopes that the Erie passenger trains can leave from Honesdale proper if the Delaware & Hudson and Erie can agree upon terms. The car house, near the foot of No. 13 plane, was demolished last week, to make room for a switch to the Gravity station. The fires under the boilers at planes Nos. 14, 15, 16 and 17, on the light track between Honesdale and Waymart have all been drawn. / Heavy rails will not be substituted for the light ones on sharp curves but will be used as guard rails and no radical change in the present line will be made until later. / The surveyors for the new steam road are at present engaged on a route starting at a point on the loaded track, near the Staples hotel in Waymart and proceeding in a southerly direction to the residence of Daniel Gray in Canaan; thence southwest to the Munson farm, and from there to a point on the Swackhammer farm. The route then passes up through the gap in the mountain and strikes the light track near Farview. It is said that the distance via this route from Waymart to Farview is five miles, with a very favorable grade." (*Carbondale Leader*, Saturday Afternoon, January 21, 1899, p. 5)

On Sunday, January 22, 1899, at 3 P.M., D&H Engine No. 46, with S. A. McMullen in charge, made the first trip over the Honesdale Branch of the Pennsylvania Division of the Delaware and Hudson Railroad Company. The conversion of the D&H Gravity line to a steam-locomotive line, which began on Saturday night, January 21, and which was scheduled to be completed before the start of business on Monday, January 23, was accomplished, therefore, ahead of schedule, at 3 P.M. on January 22. To make that conversion, nearly a thousand track hands, taken from the Albany & Susquehanna and from the Pennsylvania division from Wilkes-Barre to Nineveh, were brought in. Under the new system in operation the trains will be run to and from Carbondale on the light track. Between Waymart and Honesdale the loaded tracks will be used both ways, there being a long level with no intervening planes. From Farview to Waymart (Planes 9-12) and from Waymart to Farview (Plane 18-20), the planes with their tracks widened, will for the present be used. / At Shepherd's crook the old rails have been supplanted by heavy ones. The road bed has been raised about a foot in the middle and lower part of the curve by laying new ties over the old ones and the track has been set at the extreme edge of the road bed in order to make the curve as easy as possible. In addition to the heavy rails of the track a substantial guard rail has been laid around the curve which makes it almost impossible for a train to become derailed at this point. / Heavy timbers have been placed under all the bridges and at the one over No. 2 plane they

occupy the center of the old switches to the stone quarry, indicating that there will be no further use for the present for the tracks they obstruct. At Racket Brook Breaker, the work of widening tracks was in charge of coal department men. The short plane used to hoist coal from the foot of Plane No. 4 has been widened and the 'switch backs' used to take the cars to the chutes under the breaker after they have been emptied have also been made the standard gauge.

Such were the changes to the D&H rail line between Carbondale and Honesdale that were announced in the article titled "A Thousand Men at Work" that was published in the *Carbondale Leader* of Monday, January 23, 1899, p. 5:

**"A THOUSAND MEN AT WORK. / Gravity Supplanted by Steam as the Motive Power Between Honesdale and This City.** / Yesterday [January 22, 1899], at three o'clock engine 46 in charge of S. A. McMullen made the first trial trip over the new Honesdale branch of Pennsylvania division of the Delaware & Hudson railroad company. To change the tracks to accommodate the new motive power that supplanted the old required the service of nearly a thousand track hands, taken from the Albany & Susquehanna division between Binghamton and Albany, and from the Pennsylvania division from Wilkes-Barre to Nineveh. Long trains of coaches carrying these workmen began to arrive here about eleven o'clock Saturday night and the work of distributing them along the line of 'the gravity' began about four o'clock Sunday morning. A given number of men was assigned to each mile of track and the work was carried out systematically. / Under the new system in operation the trains will be run to and from Carbondale on the light track. Between Waymart and Honesdale the loaded tracks will be used both ways, there being a long level with no intervening planes. From Farview to Waymart, and from Waymart to Farview, the planes with their tracks widened, will for the present be used [emphasis added]. / At Shepherd's crook the old rails have been supplanted by heavy ones. The road bed has been raised about a foot in the middle and lower part of the curve by laying new ties over the old ones and the track has been set at the extreme edge of the road bed in order to make the curve as easy as possible. In addition to the heavy rails of the track a substantial guard rail has been laid around the curve which makes it almost impossible for a train to become derailed at this point. / Heavy timbers have been placed under all the bridges and at the one over No. 2 plane they occupy the center of the old switches to the stone quarry, indicating that there will be no further use for the present for the tracks they obstruct. / The scene at 'Racket Brook' breaker, was also one of activity. Here the work of widening tracks was in charge of coal department men. The short plane used to hoist coal from the foot of plane '4' has been widened and the 'switch backs' used to take the cars to the chutes under the breaker after they have been emptied have also been made the standard gauge. There was no operations underway, however, that would indicate the route by which the coal will be taken there. / Several excursion cars of narrow gauge, in which the workmen were transported, are at the top of the mountain with nothing to come home on, save the wide gauge track. By opening the latches on the planes they might possibly be run to No. '2' that way and thence by the switch back to No. '1' head and from there to this city by the cripple plane. / However, the question of their disposition is causing some speculation." (*Carbondale Leader*, Monday, January 23, 1899, p. 5)

The widening of the gravity-gauge tracks to standard gauge is very nicely described in the portrait of Edward F. Baird ("Widening the Gravity") that is given in the August 1, 1935 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 115-16, 125). How fortunate we are that this article, containing Edward F. Baird's recollections about the widening of the Gravity, was written and published. Here is that article:



## Widening the Gravity

Strenuous Day's Work Described by Carbondale Veteran

IT took just one day to make the changeover from narrow to standard gauge on the Gravity Railroad, according to retired ENGINEER EDWARD F. BAIRD, who fired the last narrow gauge and the first standard gauge locomotive to run between Honesdale and Waymart. For some time after the canal was abandoned, freight and passenger service was maintained over the line, the narrow gauge engine *Lackawanna* being used between Honesdale and Waymart, the *Major Sykes* operating between Carbondale and Farview, while the gravity system was still used over the balance. MR. BAIRD fired the *Lackawanna* and later standard gauge engines for several years between Honesdale and Waymart.



EDWARD F. BAIRD

Extensive preparations were made prior to the date set for standardizing the gauge of the Gravity. For a year men had been busy lowering the track to increase the overhead clearance at the breakers at Jermyn, White Oak, and elsewhere along the line since the standard gauge cars then required at least ten feet headroom. At the Shepherd's Crook there was a 32-degree curve around which the *Major Sykes* would have to run. A track was laid in Carbondale yard on a 32-degree curve and the locomotive run around this until it was loos-

ed up enough to operate satisfactorily. Standard gauge trucks were sent to Honesdale to replace those under the "Jimmy" cars of the Gravity which were to be used for coal transportation.

The change from the 4-ft. 3-in. Gravity gauge to that of 4-ft. 8½-in. was effected by moving each rail out one-half of 5½ inches. It was necessary to move each rail one-half of the distance since the ties were only 6 feet in length and, due to the frost in the ground, could not be renewed at that time. It was impossible to move one rail 5½ inches, because had the work been done in this manner there would have been no holding power to the outside spike of the rail which was

moved because of its being so near the end of the tie. The new outside spike for the broadened gauge was set in advance. This was done by having a gauge made which, when laid over the heads of the narrow gauge rails, would give the correct distance to each outside spike, so that all that was necessary to be done on the day the gauge was changed was to pull the outside spikes of the narrow gauge, about one-half of which had been removed before, and then throw each rail against the spikes in the new position and secure it.

The two Gravity-gauge steam locomotives on the Honesdale Branch: the *Lackawanna* and the *Major Sykes*.

To convert the Gravity gauge tracks to standard gauge, each rail was moved out one half of 5 1/2 inches. The Gravity ties were six feet in length. The standard gauge ties were 8 feet long.

The work from Honesdale to Waymart was in charge of the Assistant Engineer, MR. JAMES MAC-MARTIN, under orders from the Chief Engineer, Mr. R. H. Brown, who took the part from Carbondale to Waymart.

The men on the work from Honesdale to Waymart consisted of the regular sectionmen of the Gravity Railroad, and 40 extra men in charge of Thomas Lawlor, extra foreman. The road was divided into sections of one mile each. Posts were erected and each of these sections was numbered, the numbers being put on the posts. Each foreman with five men was given a number representing the section he was to take, with instructions to start on the Honesdale end of his section and work towards Waymart, but not to start work until the narrow gauge train which was distributing the

they got off and completed enough of that work so that the engine and flat cars could get over the section, leaving instructions with the sectionmen to finish the work, and repeated this procedure until they arrived at Waymart, which was about noon Sunday.

The other end of the work which was in charge of the Chief Engineer with the men from the Pennsylvania and Susquehanna Divisions, started at Carbondale and advanced toward Waymart. When the Honesdale forces arrived at Waymart, none of those coming from Carbondale were in sight, so they proceeded to widen out the planes from Waymart to Farview, there being four loaded planes and three light planes.

At 4 P. M. the entire widening had been completed and MR. BAIRD returned to Honesdale.

Nos. 9, 10, 11, and 12; Nos. 18, 19, and 20



*Shepherd's Crook, where a 32 degree curve was rounded*

men had returned from Waymart going back to Honesdale and had passed the Honesdale end of his section.

There had been sent from Carbondale to Honesdale, a light standard gauge engine with two flat cars which were in readiness at Honesdale. On Saturday night lanterns were hung on each section post so that the work train would know where to stop and let the sectionmen off.

At 3 A. M., January 22, 1899, MR. BAIRD'S narrow gauge engine left Honesdale with the two carloads of men, and each gang dropped off at its allotted section; then the narrow gauge train returned to Honesdale. Here MR. BAIRD shifted to the standard gauge train carrying the 40 extra men and foreman, mentioned above, with MR. MAC-MARTIN who was in charge, and started out of Honesdale. When they arrived at the first section,

picking up men at each section. On Monday morning the business of the railroad proceeded on standard gauge track.

In the spring after the frost was out of the ground, the placing of eight-foot, yellow pine ties commenced, and the necessary changes in curvature were made, and the laying of 80-pound rail started.

Before the branch could be operated wholly as a steam railroad with the heavy cars, it was necessary to build a line from Waymart to Farview, a distance of 6.3 miles, the way the alignment of the railroad had to run, and from then on the railroad was operated as a standard gauge, heavy engine, and heavy car equipment road.

MR. BAIRD saw service in three different modes of transportation during his more than 50 years in Delaware and Hudson employ. As a boy he drove

Honesdale Branch rails: 80-pound

(Continued on page 125)



## Widening the Gravity

(Continued from page 116)

horses and mules along the towpath of the canal; later he held several jobs on the Gravity; and for 31 years he ran locomotives on the steam railroad.

Five members of MR. BAIRD'S family were in the Delaware and Hudson Canal Company's employ when he was a boy: the father worked on the Gravity and owned a boat on the canal; MR. BAIRD and two brothers ran the boat; while a fourth brother gauged canal boats, measuring their draft to see that they were not loaded so heavily that they would run aground between Honesdale and Rondout.

MR. BAIRD, though only a boy, drove the horses, washed the dishes, and scrubbed the cabin. Their boat was about 90 feet long and carried 140 tons of coal, for which they were paid at the rate of 70 cents a ton. By starting at 6 A. M. daily and driving steadily, until 8 or 10 o'clock at night, the 108-mile trip over the canal could be made in seven days with a loaded boat, the return trip usually taking about five days. No time was lost unnecessarily in either direction, the horses being fed from nose bags as they plodded steadily along the towpath.

In 1880, at the age of 15, MR. BAIRD was given a job as switchman on the Gravity at \$.40 a day, by Foreman John Ball. It was his duty to switch the coal cars coming from Carbondale onto the docks where they were emptied into canal boats. At the end of the boating season the coal was stored in huge piles at Honesdale in anticipation of the following year's requirements. By the next spring as much as 500,000 tons of coal would be heaped in each of several piles at the waterfront.

Through the winter months MR. BAIRD had two duties: he ran errands for officials and took care of the torches used for illuminating the yard and storage piles when the men worked after dark. Frequently the entire force was kept busy until 11 P. M. disposing of the coal brought over the Gravity during the day. The torches used were ball-shaped, with three wicks projecting from the top.

After two years as a switchman, MR. BAIRD became headman at the top of Plane 13, the first incline on the Honesdale-Carbondale line, and the steepest on the Gravity. Only seven empty coal cars or three coaches could be hoisted up at a time. It was his duty to disengage the cable as the cars broke over the top of the plane, then make up trains of from 48 to 72 cars for the run to Waymart.

Occasionally the cable broke under the weight of

a train. In anticipation of such accidents spring derails were installed at intervals in the plane, so arranged as to permit cars to pass upward but derail cars descending the incline. When a cable did break, most of the cars in the ascending trip were demolished, although this was infinitely better than to let them run wild down the plane with consequent danger to persons and property at the foot of the plane.

At times MR. BAIRD ran trains from the head of his plane to the foot of No. 14, or to Waymart, or, in the case of passenger trains, to the top of the mountain at Farview.

After ten years as headman MR. BAIRD was made stationary fireman at the head of Plane 13. Reporting for work at 4 A. M., he had to get up steam on the nine boilers, arranged in nests of three. During the course of a busy day he wheeled in from the storage pile and shoveled into the three hungry fireboxes from 8 to 12 tons of buckwheat coal. At this engine house there were two engines, one for Plane 13, the other for the Union Plane coming up from the Erie Railroad coal pockets.

Signals were transmitted from the foot of the plane to the engine house by means of a bell wire strung on poles beside the track. By pulling on the wire at any point in the length of the plane a bell would be rung in the engine house. One ring was the signal to start the engine, two meant stop, while four were to back up.

MR. BAIRD continued as stationary fireman until the canal was closed in 1898 when, as has already been related, he began firing the narrow gauge locomotive *Lackawanna*.

In November 1903, he was transferred to the steam railroad at Carbondale as a locomotive engineer. During the 31 years prior to his retirement on pension September 1, 1933, he worked on practically every run on the Pennsylvania Division as well as on through freights to Oneonta.

MR. BAIRD is a member of The Delaware and Hudson Veterans' Association. He and Mrs. Baird, who live at 27 Wyoming Street, Carbondale, have been married 48 years. They have one son, Thomas, who lives with them.

## Too Much!

A Belgian student, in relating his experiences in studying the English language, said: "When I discovered that when I was quick I was fast, if I spent too freely I was fast, and that not to eat was to fast, I was discouraged. But when I came across the sentence, 'The first one won one one-dollar prize,' and that a blackberry is red when it is green, I gave up English."

With the widening of the tracks to standard gauge on the D&H rail line between Carbondale and Honesdale, completed January 23, 1899, we come to the end of Phase 1—and the beginning of Phase 2—of the establishment of the Honesdale Branch of the D&H.

**Phase 2** encompasses the period January 23, 1899 up to November 19, 1899: tracks widened to standard gauge; steam locomotives used, Gravity Planes 9-12 and 18-20 still used, Shepherd's Crook still in place.

The first regular passenger train from Honesdale arrived in Carbondale at 8:59 on the morning of January 23, 1899, just nine minutes behind the scheduled time. The train was well filled with people. On the trip from Honesdale to Carbondale, the train left Honesdale and was drawn by a locomotive to Waymart, where the cars (but not the engine) were taken up Planes 18-19-20. The cars then came down the mountain into Carbondale, as formerly. A locomotive meets the cars at the 'Lookout' as formerly and pulls them into Carbondale. On a trip to Honesdale from Carbondale, Locomotive 46 would draw the cars from Carbondale over the former light track to Farview, where the cars (but not the engine) would be let down Planes 9-10-11-12 into Waymart. From Waymart the cars would proceed to Honesdale by gravitation. About this first regular passenger train from Honesdale to Carbondale on the morning of January 23, 1899, we read the following in a newspaper article in a Gritman scrapbook dated January 14, 1899:

“The first regular passenger train [emphasis added] arrived in this city from Honesdale at 8:59 yesterday morning [January 23, 1899], just nine minutes behind the scheduled time. The train was well filled with people, many of whom went as far as Farview on the first train that left the city this morning on the new branch and returned on the first train that arrived over the improved Gravity. / The gravity railroad to-day is as much or nearly as much, a gravity road as it has been since its incorporation. A mistaken idea concerning its new operation prevails even in this city. Locomotive 46 draws the trains from this city over the light track to Farview, where they are let down the plane into Waymart. From Waymart they proceed to Honesdale by gravitation. / A train leaves Honesdale and is drawn by a locomotive to Waymart, where it is taken up the plane and then comes down the mountain as it formerly did. The locomotive meets the train at the 'Lookout' as of yore, and consequently in the ride from Farview down there is no difference from the ride of a year ago.” (newspaper article in Gritman scrapbook, Tuesday, January 24, 1899).

At the end of January 1899, the trains on the Honesdale branch were running regularly and smoothly, and with steam for motive power, the running time between Carbondale and Honesdale was reduced by about fifteen minutes. In the *Carbondale Leader*, January 24, 1899, we read:

**"THE HONESDALE BRANCH. / What is New on the Remodeled Gravity Railroad. /** Trains on the Honesdale branch are now running regularly and smoothly. By the introduction of steam for motive power the running time between this city and Honesdale has been reduced about fifteen minutes. Persons missing a train at the Union or City stations could by fast walking possibly catch it again at Lincoln Avenue as thirteen minutes are required for the detour south of the city. / A telegraph station has been opened at the switchback in charge of Edward Knapp. All engines on the branch now take water at the hydrant lately put in by the company at the head of Lincoln avenue. A test was made yesterday of running the big coaches used by the company on its valley road over the experimental curve laid in the railroad yard. This would look as though the coaches might soon be running around Shepherd's Crook and excursion parties taken direct to Farview without change of cars." (*Carbondale Leader*, January 24, 1899, p. 5)

From an article that was published in the January 25, 1899 issue of the *Carbondale Leader*, we learn that the D&H, at that time, placed the following large order for cars:

- 450 box cars, from the Union Car Company, Buffalo, NY
- 1,000 hopper gondola cars, 500 from the Milton Car Works, Milton, PA, and 500 from Jackson & Woodin Manufacturing Company, Berwick, PA

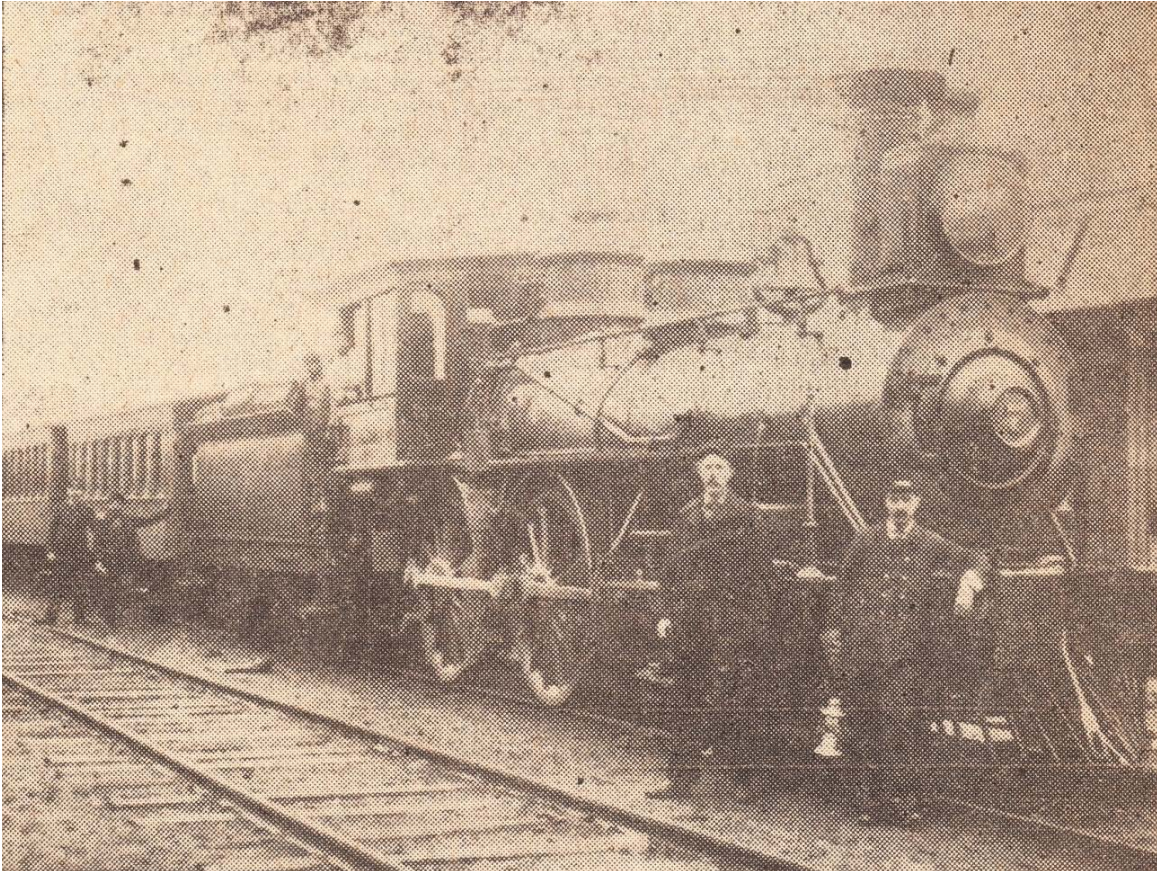
From that same article, we learn that a ghost has been seen near Norwich, NY, at the site of the recent big wreck near there on the Ontario & Western. Here is that article:

**"A GHOST ON THE ONTARIO. / It Has Been Seen at the Site of the Recent Big Wreck Near Norwich. / . . .** The Delaware & Hudson Canal company has placed orders for the erection of cars as follows: Four hundred and fifty box cars with the Union Car Company, of Buffalo, N. Y., and 1,000 hopper gondola cars, to be divided equally between the Milton Car Works, of Milton, Pa., and the Jackson & Woodin Manufacturing company, of Berwick, Pa." (*Carbondale Leader*, January 25, 1899, p. 5)

From an article in that same issue of the *Carbondale Leader*, we learn that the D&H, at that time, also placed an order for 1,500 new freight cars and 25 freight locomotives. These locomotives will be the largest ever built for use in this country and will be capable of hauling a train of 1,800 tons. Here is that second article from the January 25, 1899 issue of the *Carbondale Leader*:

**"ERIE AND D. & H. / Have Both Made Big Orders for Engines Recently. /** Local railroad men will be interested to learn that the D&H has decided to order 1,500 new freight cars and 25 freight locomotives. These locomotives will be the largest ever built for use in this country and will be capable of hauling a train of 1,800 tons. This is double the amount of tonnage now drawn by the company's engines. The older pattern of locomotives will gradually be retired and the new ones substituted. . . ." (*Carbondale Leader*, January 25, 1899, p. 5)

Shown below is a very interesting newspaper clipping (photo plus caption) in the holdings of the Carbondale D&H Transportation Museum about D&H engine *No. 7, E. A. Quintard*, which was used on passenger runs, beginning in 1899, on the new D&H standard-gauge line between Carbondale and Honesdale.



Here is the fact-filled caption about engine No. 7 that accompanies the photograph as shown above. Let's call this "Clipping No. 1."

**"CARBONDALE, Oct.30.--**Many souvenirs and old photographs of Gravity days are in possession of Frank Ferrel, North Church street, this city. The one above shows engine No. 7 that hauled the fast train back in 1899. Left to right are: Francis Faatz, Mr. Ferrel, Guy Pattle, Arthur Histed, John Bryden and Bill Clift. Mr. Clift and Mr. Ferrel alone remain out of this group, and both are at present in the employ the D. & H. railroad. / Mr. Ferrel went to work on the D. & H. Canal company in 1867. His first job was to drive a team of horses which towed the canal boats, between Honesdale and Rondout. He was paid \$12 a month and board, and sometimes worked eighteen to twenty hours each day. He worked under Capt. Hughie Todd who commanded a freight carrier, and Capt. Peter Rodine who commanded a coal carrier. He spent two years at this



work and in 1879 moved to Carbondale. / During his first three years in Carbondale, Mr. Ferrel attended school, and in 1873 he started to work for the D. & H. railroad. He was employed as a switch-tender at No. 1 on the old Gravity Railroad. During his many years of uninterrupted service he has held many different positions. He worked as a brakeman under Yardmaster Copeland for many years, and at present he is employed as a lamp-tender in the Carbondale yard. / In reminiscing, Mr. Ferrel recounted many hair-raising tales of railroading in the days of the old Gravity, 'When you started down one of those old planes you never knew where you were going to land,' he remarked. 'You just held on and trusted to luck. I can't understand why we didn't have more accidents. But, the most remarkable thing about those days is that we never killed anyone.' / Mr. Ferrel is in possession of an old Gravity lock which was used to lock the cars to the track at night to prevent their theft. It is a very simple affair, but it certainly is foolproof and, as he remarked, the inventor of it 'knew his stuff.' " (undated newspaper clipping in archives of Historical Society)

The E. A. Quintard was painted in an unusual manner. In the biographical Portrait of George Cotton, titled " 'Twas Called *Pumpkin Hollow*," that was published on pp. 99-100 of the April 1, 1932 issue of *The Delaware and Hudson Railroad Bulletin*, we read the following about D&H engines Nos. 6, 7, and 8, we read:

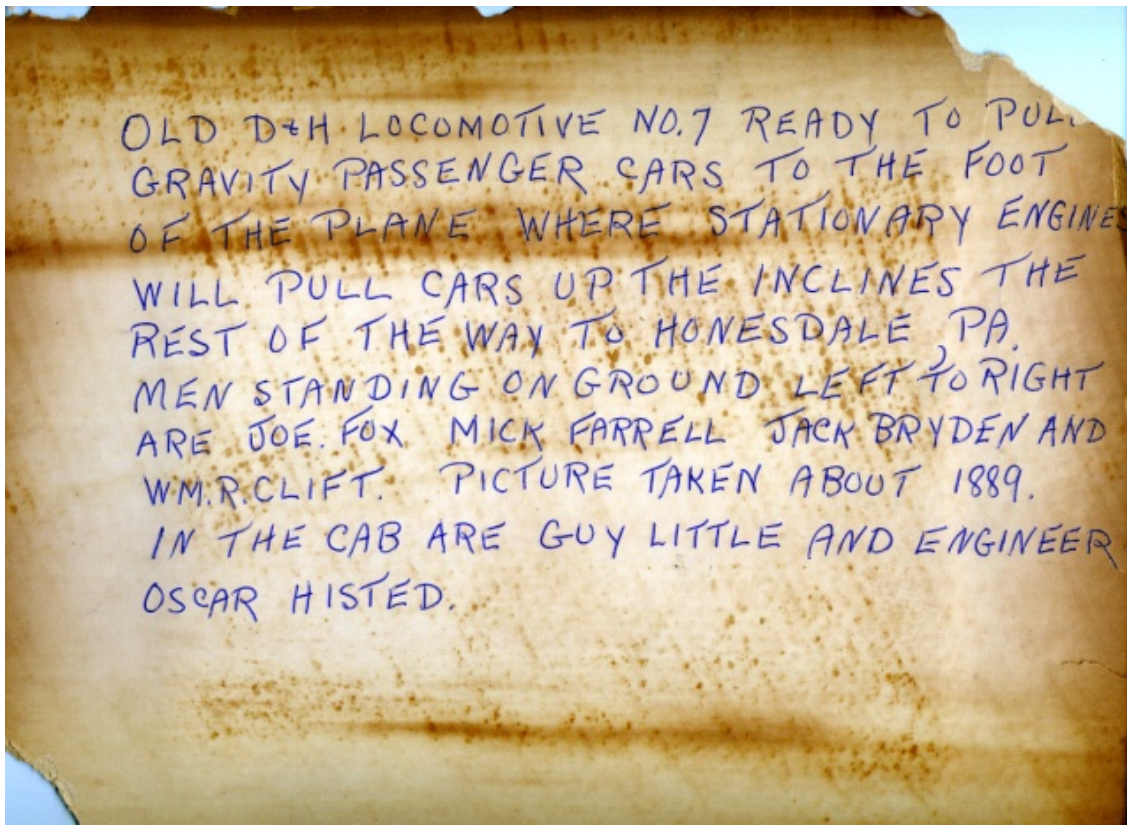
"One of the most attractive Delaware and Hudson engines ever to turn a wheel on the Pennsylvania Division, according to George Cotton, retired Wilkes-Barre roundhouse machinist, was the old No. 7, which was stationed at Hudson back in 1875. There were hand carved grapes on her tender so realistically done that one was tempted to pick them. The engine itself, moreover, was painted in a variety of colors in addition to the conventional black, and the numerous brass bands, handles, bell and flag staffs. The top of the smokestack was bright red, while dashes of gold and blue completed her gaudy dress. / The other two engines then assigned to Hudson [originally called Pumpkin Hollow, later called Mill Creek], Nos. 6 and 8, named *Mill Creek* and *J. J. Albright*, respectively, were also painted in bright hues. Numbers 7 and 8, both of which had four drivers, were known as road engines, and operated between Olyphant and Hudson; No. 9, a six wheeler, was used exclusively on mine runs." (Biographical Portrait of George Cotton, titled " 'Twas Called *Pumpkin Hollow*," was published on pp. 99-100 of the April 1, 1932 issue of the *Delaware and Hudson Railroad Bulletin*.)

Shown below is a photograph of D&H No. 7 (shown above) from the Clift collection, Keens, PA, that was presented to the Carbondale D&H Transportation Museum by Hank Loftus, on October 23, 2014. The original of this photograph, in which D. & H. No. 7 is seen parked at Carbondale's Union Station in 1899, is owned by Jim Clift and Maureen Clift. Jim Clift is the grandson of William R. Clift, who worked for the D&H and who is seen in this photograph on the far right. This is the same photograph that was reproduced above in "Clipping No. 1."



*D&H No. 7, E. A. Quintard, parked at Union Station, Carbondale*

Here is the back of the above photograph in the Clift collection:



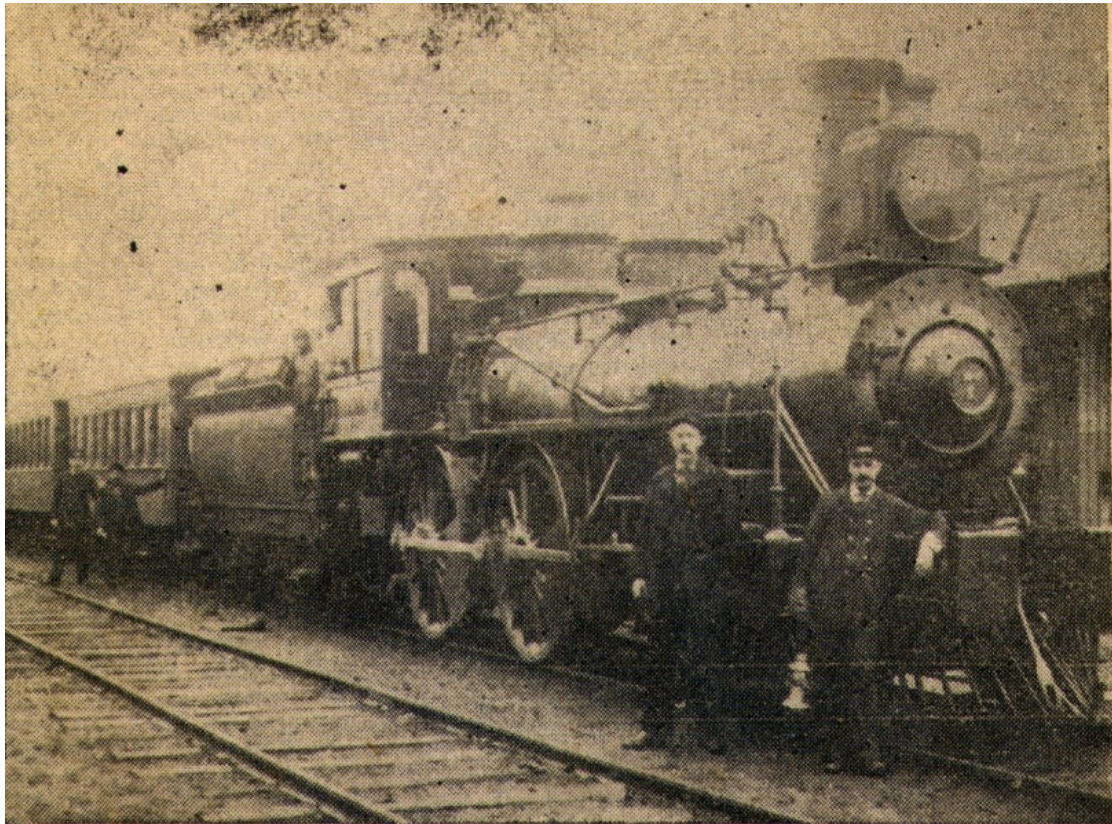
OLD D&H LOCOMOTIVE NO. 7 READY TO PULL  
GRAVITY PASSENGER CARS TO THE FOOT  
OF THE PLANE WHERE STATIONARY ENGINES  
WILL PULL CARS UP THE INCLINES THE  
REST OF THE WAY TO HONESDALE PA.  
MEN STANDING ON GROUND LEFT TO RIGHT  
ARE JOE. FOX MICK FARRELL JACK BRYDEN AND  
WM. R. CLIFT. PICTURE TAKEN ABOUT 1889.  
IN THE CAB ARE GUY LITTLE AND ENGINEER  
OSCAR HISTED.

Typescript of the caption shown immediately above:

“Old D&H Locomotive No. 7 ready to pull Gravity passenger cars to the foot of the plane where stationary engines will pull cars up the inclines the rest of the way to Honesdale, Pa. Men standing on ground left to right are Joe Fox Mick Farrell Jack Bryden and Wm. R. Clift. Picture was taken about 1889. In the cab are Guy Little and Engineer Oscar Histed.”



The same photograph was published again in a Carbondale newspaper, at a later date, as shown below. This clipping, let's call it "Clipping No. 2," is also in the archives of the Carbondale Historical Society.



**OLD D&H LOCOMOTIVE NO. 7** stands ready in this photo to pull Gravity Railroad passenger cars on the first leg of their trip to Farview. Stationary engines will pull cars up inclined planes rest of the way. Photo was loaned by John Merrigan, 38 Darte Avenue, veteran D&H railroader. Two men standing at left are Mr. Fox and Mick Farrell. In the cab are Guy Little, trainman, and Oscar Husted, engineman. Standing by engine are Jack Bryden and William Clift. Picture was taken about 1889. (Schella reproduction).

Here is a typescript of the caption on the clipping shown immediately above:

“OLD D&H LOCOMOTIVE NO. 7 stands ready in this photo to pull Gravity Railroad passenger cars on the first leg of their trip to Farview. Stationary engines will pull cars up inclined planes rest of the way. Photo was loaned by John Merrigan, 38 Darte Avenue, veteran D&H railroader. Two men standing at left are Mr. Fox and Mick Farrell. In the cab are Guy Little, trainman, and Oscar Husted, engineman. Standing by engine are Jack Bryden and William Clift. Picture was taken about 1889. (Schella reproduction).”

There is an error in the caption given above. The photograph was taken in 1899 (not 1889).

There are also errors in the names on both Clipping No. 1 and Clipping No. 2, as well as in the identifications on the back of the photograph of Engine No. 7 in the Clift collection. For the record, here are the correct names of the six men in three copies of the photograph of D&H engine No. 7 that are shown above:

Left to right: Joe Fox and Frank Farrell, standing on the ground at the left. In the cab, Guy Little, trainman, and Oscar Histed, engineman. John Bryden, and William R. Clift, standing on the ground at the right.

2006

## February 1899

Given below is D&H timetable that went into effect on July 3, 1898. This timetable was published in the *Carbondale Leader* of February 4, 1899 (p. 7) and May 3, 1899 (p. 3)—which means that this is the timetable that was in effect both at the time the Gravity Railroad was closed and after the Honesdale Branch was opened.

Four trains daily on the Honesdale Branch from Carbondale to Honesdale:

“For Waymart and Honesdale: 7:13, 11.01 a.m., 3.09, 6.06 p.m. “

DELAWARE AND HUDSON RAILROAD.	
July 3rd, 1898.	
Trains will leave Carbondale as follows .	
For Scranton and Wilkes-Barre : 6.05, 7.05, 8.05, 9.00, 10.00, 11.20 a. m., 12.45, 1.42, 2.50, 3.49, 5.07, 7.05, 10.00, 10.50 p. m.	
Sunday trains leave 8.55, 11.00 a. m., 1.15, 2.45, 5.00, 7.05 p. m.	
For Albany, Saratoga, Montreal, Boston, New England points, &c., 7.00 a. m., 3.05 p. m.	
For Waymart and Honesdale: 7.13, 11.01 a. m., 3.09, 6.06 p. m.	
For New York, Philadelphia, &c., via Lehigh Valley R. R., 6.05, 11.20 a. m., 12.45, 1.42, 3.49 (with Black Diamond Express) 10.50 p. m.	
For Western points via Lehigh Valley R. R. 7.05, 11.20 a. m., 2.50, (with Black Diamond Express) 10.00, 10.50 p. m.	
For Pennsylvania Railroad points: 6.05, 9.00 a. m., 1.42, 3.49 p. m.	
For New York, Philadelphia, &c., via Delaware, Lackawanna & Western: 7.05, 9.00, 10.00, 11.20 a. m., 10.50 p. m.	
For Elmira, Buffalo and Western points, via Delaware, Lackawanna & Western: 8.00 a. m., 12.45, 5.05, 10.50 p. m.	
Trains will arrive at Carbondale from Wilkes Barre and Scranton as follows: 6.57, 8.31, 9.51, 10.51 a. m., 12.38, 2.00, 3.00, 4.30, 6.05, 7.05, 8.35, 9.53, 11.38 p. m., 1.54 a. m.	
Sunday trains arrive 9.43 a. m., 12.11, 2.31, 4.30, 6.25, 10.31 p. m.	
J. W. BURDICK, G. P. A., Albany, N. Y.	
H. W. CROSS, D. P. A., Scranton, Pa.	
For complete information relative to ticket rates and routes to all points in the United States and Canada, address	
H. W. CROSS, D. P. A., Scranton, Pa.	

Fourteen trains daily from Carbondale for Scranton and Wilkes-Barre!

Fourteen trains daily to Carbondale from Scranton and Wilkes-Barre!

Here is another of those wonderful fact-filled articles about the D&H that was published in the *Carbondale Leader*, February 13, 1899, p. 5. From this article we learn that:

- Owing to a blockade on the Delaware Lackawanna & Western R. R., the 6:20 train did not reach this city until 8:30 last evening (February 12, 1899) and the south bound train scheduled to leave here at 7:05 did not leave until 8:00 o'clock.
- Due to the cold weather and snow, the culm washers between Archbald and Moosic, as well as the Northwest Breaker, suspended business on Saturday, February 11, 1899
- The Delaware & Hudson Canal company has placed orders for the erection of 450 box cars with the Union Car company of Buffalo, N.Y., and 1,000 hopper gondola cars, to be divided between the Milton car works of Milton, Pa., and the Jackson and Woodin car building company of Berwick, Pa.
- On February 12, 1899, a large number of coal cars from the D&H steam railroad were loaded with lump coal at the Powderly mine chutes and pulled into the Carbondale yard by Engine No. 7, with engineer E. Williams and conductor Boyd Chase in charge of the train. These are the first cars of the kind to be used since the beginning of the Honesdale branch
- The employees of D. & H. steam road and shops were paid on Saturday, February 11, 1899.
- The stationary steam engine in the engine house at the head of Plane No. 1 in Carbondale was in the process of being removed on February 13, 1899; the work was under the direction of John Ryan of Honesdale, who has accepted a position with the D. & H. mine department
- Three empty gondolas jumped the tracks and were wrecked in the Bridge street arch of the Delaware & Hudson railroad at Scranton Saturday, February 11, 1899. No one was injured, but transit was interrupted for two hours.

Here is that remarkable article:

**“RAILROAD AND SHOPS. / A Few Happenings Gathered Among the Workingmen of the City Today. /** Owing to a blockade on the Delaware Lackawanna & Western R. R., the 6:20 train did not reach this city until 8:30 last evening and the south bound train scheduled to leave here at 7:05 did not leave until 8:00 o'clock. / **ARE IDLE. /** The culm washers between Archbald and Moosic also the northwest breaker suspended business Saturday on account of the cold weather and snow. / **NOT GOING OUT OF BUSINESS. /** The Delaware & Hudson Canal company has placed orders for the erection of 450 box cars with the Union Car company of Buffalo, N.Y., and 1,000 hopper gondola cars, to be divided between the Milton car works of Milton, Pa., and the Jackson and Woodin car building company of Berwick, Pa. / **USING LARGE CARS. /** A large number of cars in use on the steam railroad were loaded with lump coal at the Powderly mine chutes yesterday. These are the first cars of the kind to be used since the beginning of the Honesdale branch. Conductor Boyd Chase and engineer E. Williams with



engine seven were doing the work of pulling the loaded cars to the yard. /PAID SATURDAY. / The employees of D. & H. steam road and shops were paid on Saturday. / TAKING OUT THE ENGINE. / A large force of men are engaged in taking out No. 1 engine on the Gravity under the direction of John Ryan of Honesdale, who has accepted a position with the D. & H. mine department. / MR. BATES IS ILL. / Thomas Bates of the D. & H. North Main street shop is confined to his home by illness. / RESUMED HIS POSITION. /James Robinson of Washington street has resumed his position as watchman at the North Main street shop after a few days' illness. / JUMPED THE TRACKS. /Three empty gondolas were wrecked in the Bridge street arch of the Delaware & Hudson railroad at Scranton Saturday. No one was injured, but transit was interrupted for two hours. Alarming reports of the wreck of a passenger train and the loss of several lives at first went out through this city. (*Carbondale Leader*, February 13, 1899, p. 5)

On February 13, 1899, a blizzard struck the Carbondale area and, in a multitude of ways, virtually shut down the City. At some places along the line of the Honesdale Branch, the snow was drifted twelve to fifteen feet high. In the *Carbondale Leader*, February 14, 1899, p. 5, we find the following account of the storm:

**"IN THE PATH OF THE STORM / Carbondale Snow Bound—Trains Run With Greatest Difficulty—The Mails—About Town.** / Yesterday's blizzard brought business as near a standstill as possible. But few people were to be seen about the streets and in the different schools about the city but very few pupils were in attendance. The Traction company's lines [the streetcar] were kept open all day and late into the night with a great deal of expense and trouble. Today they were started on schedule time about noon, south but were blocked on Belmont street on account of the water from a bursted frozen fire plug which ran over the tracks for a distance of about three hundred feet and freezing formed a thick layer of ice over the rails. / At noon a force of men were still at work trying to clean the tracks but the task is a very difficult one. / The Delaware & Hudson kept its passenger trains moving as best it could during the morning and afternoon, but when night came with its accompanying increase in the velocity of the wind the fight was given up in despair. The last train to leave for the south was at 7 p. m. and it was started only with the aid of a yard engine and its destination was reached with the greatest difficulty. The last train to reach here left Scranton at 9:45 p.m. and was fully forty minutes late when it arrived. / The Boston express due here at 10 p.m., was at Jefferson Junction at 11:30 p.m., and had not arrived in this city at noon today. The Honesdale branch was open during the day but trains were run with great trouble and were all very late. / Today the early morning trains were abandoned, the first trains moving north from Wilkes-Barre and Carbondale respectively at 8 o'clock. After that the regular scheduled trains were run and each made running time. On the Honesdale branch no attempts had been made to get trains through either way up to one o'clock. It is said that the snow is drifted twelve and fifteen feet high at some places along the line. / The mails were all several hours late excepting the Honesdale mail which was only half an hour later than the time scheduled for its arrival. Yesterday's New York papers did not arrive until 10:30

o'clock this morning. / Everybody turned out this morning and shoveled snow and there was plenty of it. In some places fences were out of sight—not the park fence—and at ten o'clock last night a snow bank fully five feet high occupied the driveway between the Main street pavement and the Columbia hose house. About the only fire plug that wasn't 'snowed under' was the one in front of the Episcopal rectory and that is frozen up. The street department men were at work early this morning digging the fire plugs out and making the street crossings possible and the city is rapidly assuming a more habitable aspect." (*Carbondale Leader*, February 14, 1899, p. 5)

In February 1899, the stationary engine at the head of Plane No. 28, on the former Gravity Railroad, was still functioning (see article below titled "More Changes," *Carbondale Leader*, March 6, 1899, p. 5). That we know from the article given below from the February 17, 1899 issue of the *Carbondale Leader*, titled "The Watchman Is Wrathful," in which Watchman Pierce makes it very clear that he works for the D&H and not for the city of Carbondale, and that he was under no obligation "to blow the gong [at the engine house at the head of Plane No. 28] as an alarm for the fire on the south side" on Tuesday night, February 14. Here is that article:

**"THE WATCHMAN IS WRATHFUL. / Says He is Under no Obligation to the City to Give an Alarm of Fire.** / Watchman Pierce, who is employed by the Delaware & Hudson company to take care of their interests at the head of 28 which for years has been Carbondale's sole fire alarm, come to this office with the information that no messenger come to him on Tuesday night to get him to blow the gong as an alarm for the fire on the south side and furthermore Mr. Pierce wishes it stated that there was plenty of steam in the boilers and that he saw the fire, but as he was not hired by the city to give an alarm it was none of his affairs. He also stated that if the work of locating the fire had not entailed a walk through the snow to the nearby knoll he might have blown an alarm. / Mr. Pierce took occasion to remark that the expressions of the city press infrequently accusing him of being asleep were unjust for the reason that he was employed by the company only to watch their interests and was under no obligation whatever to serve the city, although the company had told him that there was no objection to his using the gong to aid the fire department. / Here is the 'clincher' for the fire alarm ordinance. Mr. Pierce asserts his unwillingness to be known as having any connection with the department. The 'ill natured' criticisms of the press has aroused his 'American independence' and he insists that the statement that there was no steam in the boilers [be] corrected and so it is. / The LEADER takes pleasure in doing so and also in announcing that the back woods fire alarm system upon which the city is dependent has been discontinued and heartily adds, 'may it stay so,' for as long as that 'excuse for an alarm was in existence the councils would never adopt an ordinance for a modern one now, that there is no 'alarm system' there is nothing left for them to do but to provide one—Every dollar invested in Carbondale properties is in jeopardy until some means of protection from fire is secured." (*Carbondale Leader*, February 17, 1899, p. 5)

From an article published in the *Carbondale Leader*, February 18, 1899, p. 2, we learn that had just placed a \$150,000 contract for 15 consolidated locomotives with the Schenectady Locomotive Works. About those locomotives and about that contract, we learn the following facts from that article:

- This is one of the largest contracts ever placed by the Delaware and Hudson with any single locomotive works and is also one of the largest in railroad history.
- It is thought that three or four of these locomotives will be placed on the Susquehanna Division between Binghamton and Albany.
- These engines are all culm burners of the kind known as Mother Hubbard, an engine type commonly in use on the Erie and the Delaware, Lackawanna and Western railroads.
- At the present time, the D&H has five culm burners in use on the Susquehanna Division, all five of them having been made by the Dickson Locomotive Works of Scranton. These engines been used solely for freight and heavy grade work.
- 'The contract placed with the Schenectady factory calls for ten consolidated freight locomotives with wide fire boxes, cylinders 21 by 26 inches, weight 130,000 pounds on drivers, total weight 150,000 pounds and also five engines of the same type, except that they are much heavier, having cylinders 22 by 28 inches, weight 160,000 pounds on drivers, total weight 180,000 pounds.' These last five engines are designed wholly for pushing locomotives on heavy grades. It is believed that two of these last five engines will be sent to Carbondale, where they are very much needed.
- "The culm burner is a much heavier engine than any other kind, but is likewise the best kind of an engine for heavy draught work. Unlike other engines the huge fire-box hangs over the rear wheels and the engineer's cab is placed in the middle of the engine, behind the boiler, thus affording a clear lookout ahead."
- On these engines, "An extraordinary large driving wheel is used, the diameter of the wheel on the average kind being 56 inches, thus affording a solidity generative of much unusual force. For grade work excellent facilities are afforded through a steam pressure of 180 pounds to the inch. It is this strong tractive power that makes the use of the culm burner so desirable in grade work. The water tank affords a capacity of 4,000 gallons, the capacity of the coal tender is eight tons. As it is essentially a culm burner engine its economy in use of cheap coal is one of its most desirable features.

Here is that extraordinary article:

**"NEW ENGINES FOR THE D. & H. / An order for Fifteen Culm Burners Placed With the Schenectady Works.** / 'The Delaware & Hudson railroad has just placed a \$150,000 contract for fifteen consolidated locomotives with the Schenectady Locomotive works. Of these engines it is thought that three or four will be placed on the Susquehanna division between Binghamton and Albany,' says the Binghamton Herald. 'All these engines are culm burners of the kind known as 'Mother Hubbard,' and are such as are now commonly in use on the Erie and Delaware,

Lackawanna and Western railroads and their branches. Heretofore, the Delaware & Hudson management has refrained from extensively using this type of engines and what few have been used have been adopted more for ascertaining their real worth than for any other reason. But now that the engines have stood the test so well it seems likely that the management will place large contracts for culm burning engines with several locomotive works and as rapidly as possible replace the old style engine with the culm burner. / 'At present there are five culm burners in use on the Susquehanna division and all of them were turned out by the Dickson Locomotive Works of Scranton. They have stood the test well and have been used solely for freight and heavy grade work. / THE ENGINES ORDERED. / 'The contract placed with the Schenectady factory calls for ten consolidated freight locomotives with wide fire boxes, cylinders 21 by 26 inches, weight 130,000 pounds on drivers, total weight 150,000 pounds and also five engines of the same type, except that they are much heavier, having cylinders 22 by 28 inches, weight 160,000 pounds on drivers, total weight 180,000 pounds. / 'These last five engines are designed wholly for pushing locomotives on heavy grades and as this end of the line is sadly in need of some engines of this kind it is believed two of them will be sent here. Of the other kind of culm burners, included in the contract, very likely two or three will be sent here. / 'All these kind of engines cost between \$10,000 and \$12,000 each or an average of about \$2,000 more than the old type, it can be seen this contract calls for \$150,000 at the least. This is one of the largest contracts ever placed by the Delaware and Hudson with any single locomotive works and is also one of the largest in railroad history. / 'The culm burner is a much heavier engine than any other kind, but is likewise the best kind of an engine for heavy draught work. Unlike other engines the huge fire-box hangs over the rear wheels and the engineer's cab is placed in the middle of the engine, behind the boiler, thus affording a clear lookout ahead. / LARGE DRIVING WHEEL. / 'An extraordinary large driving wheel is used, the diameter of the wheel on the average kind being 56 inches, thus affording a solidity generative of much unusual force. For grade work excellent facilities are afforded through a steam pressure of 180 pounds to the inch. / 'It is this strong tractive power that makes the use of the culm burner so desirable in grade work. The water tank affords a capacity of 4,000 gallons, the capacity of the coal tender is eight tons. As it is essentially a culm burner engine its economy in use of cheap coal is one of its most desirable features. (*Carbondale Leader*, February 18, 1899, p. 2)

On February 23, 1899, the directors of the D&H adopted the following resolution:

"That the Company cease to operate its canal, and that the officers be authorized to take action as may be necessary."

At that time, the name of the company was then officially changed to the Delaware and Hudson Company.

On April 28, 1899, the New York state legislature approved the abandonment of the D&H canal in the state of New York.



2007

## March 1899

In early March 1899, a traveler on the Honesdale Branch from Carbondale to Honesdale found that “a trip over the Moosic Mountains by rails is not now the thing it was in the days of the old and beloved gravity road.” The reasons for that evaluation by that traveler are set forth in the following article that was published in the *Carbondale Leader*, March 3, 1899, p. 5:

**“RIDING OVER THE MOOSICS. / The Experiences of a Traveler Over the New Honesdale Branch—About Backing Up /** A trip over the Moosic Mountains by rails is not now the thing it was in the days of the old and beloved gravity road. The same course may possibly be followed but the ride is not such a smooth and enjoyable one. This might be expected however on a road that is in a transition state and the difficulties now existing may soon be a thing of the past. A traveller over the Honesdale branch last week was particularly struck with the number of backward movements the train made. / He found the train standing at the Union station on the branch track leading to the back plane at No. 28 engine. When it started it could only be backward in order to reach the main line. On leaving the station it was whirled away to the southern part of the city. This was on the southbound valley track and at that point it became necessary to get over to the north bound rails with which the Honesdale branch alone connects. A stop was therefore made and the train backed over a cross-over to a point at which it was in position to again start for Honesdale. A rapid run was then made to the vicinity of old No.2 plane where the cars were backed into a switch to allow the down train to pass. / Once more they were climbing up the mountain side; but when they reached the summit of the former tracks they did not stop. For quite a distance they rushed along the track leading up toward the dancing pavilion at Farview park. This was necessary because it must be remembered the train does not now come into Farview on a declining grade. It had so far been all up-hill work and now a change to down grade had to be made. So the train was again backed till it was switched to connect with the ropes of the fan that let it down the first plane to Waymart. / From there on the ride was a rapid one to Honesdale. In leaving for home on the return trip, however, another reverse motion was experienced. The little train was started in the old Gravity fashion and then backed down to meet the big locomotive that waited to pull it from beneath the shades of Irving Cliff and the frowning coal dumps that made the Maple borough great in the days of the canal. At Waymart one more such change was made to bring the cars in line with the planes leading up the mountain—and the traveller certainly had some reason to figure on the amount of ground he had gone over three times without being materially advanced.” (*Carbondale Leader*, March 3, 1899, p. 5)

From an article that was published in the *Carbondale Leader*, March 6, 1899, p. 5, we learn that a new branch to the coal pockets would be constructed (“a wide gauge track from the lower yard to the weigh scales and transfer pockets”), which would render redundant Plane No. 28 and the trestle connecting it with the pockets. Given that redundancy, the trestle will be removed. From that same article, we also learn that:

- The bridge and trestle from John street to the pockets are being straightened by additional braces.
- The entrance to the car shop is being enlarged to admit the larger cars and this indicates that the car repairing of the steam road will be done in the building.
- The lumber department of the Delaware & Hudson Canal company that has been conducted by the railroad department under C. R. Manville, superintendent, was on February 1<sup>st</sup> transferred to the coal department under C. C. Rose, superintendent. The business is carried on the same as it has been, with E. M. Peck in charge of all. The only change incident to the transfer, is that the office is now at Scranton.
- Some changes are being made in the curve south of the city where the Honesdale branch connects with the valley road. The curve was found too abrupt to admit of the passage of the large coal cars.
- It is said that the light gravity tracks to Archbald may yet be widened to allow of cars being brought direct by that route from the White Oak breaker.
- There is still a growing impression that the Delaware & Hudson will before a great length of time have its own steam road to tide water.
- "The Jefferson branch was never in its history so busy as it is now." This is because the D&H, for the period January 2, 1899 to the end of March 1899, did not ship any coal to Honesdale via the Honesdale Branch, only freight and passengers.

Here is the complete text of that article of March 6, 1899 from the *Carbondale Leader*:

**"MORE CHANGES. / The Delaware & Hudson Is Building a New Branch to the Coal Pockets.** / The Delaware and Hudson company have placed a gang of men at work laying a new wide gauge track from the lower yard to the weigh scales and transfer pockets. The bridge and trestle from John street to the pockets are being straightened by additional braces. One of the papers yesterday said that the freight depots in the railroad yard would be removed to the central city near the transfer pockets but the officials in this city will not confirm the report. / The entrance to the car shop is being enlarged to admit the larger cars and this indicates that the car repairing of the steam road will be done in the building. / The new branch will do away with No. 28 and the trestle connecting that place with the pockets. This will add greatly to the appearance of that part of the city as the present structure is very unsightly. It is to be hoped that the culm banks beneath will vanish with the trestle. / The lumber department of the Delaware & Hudson Canal company that has been conducted by the railroad department under C. R. Manville, superintendent, was on February 1<sup>st</sup> transferred to the coal department under C. C. Rose, superintendent. The business is carried on the same as it has been, with E. M. Peck in charge of all. The only change incident to the transfer, is that the office is now at Scranton. / Some changes are being made in the curve south of the city where the Honesdale branch connects with the valley road. The curve was found too abrupt to admit of the passage of the large coal cars. It is said that the light gravity tracks to Archbald may yet be widened to allow of cars being brought direct by that route from the White Oak breaker. That a great deal of heavy rock work and excavating is to be done in this vicinity shortly is also very apparent, as the company's

construction service was transferred from Albany to this city last week. It consists of a mammoth steam shovel, hoisting apparatus, a pair of stationary engines, with cars which, with the aid of an especially equipped locomotive, are cleared of their load in an incredibly short time. / There is still a growing impression that the Delaware & Hudson will before a great length of time have its own steam road to tide water. Many things that have occurred since the abandonment of the Gravity road and canal lead to the belief that the company has for some time had the project under consideration. / The Erie has been a great gainer by the arrangement that now exists for getting the Delaware & Hudson coal and freight out of this valley. The Jefferson branch was never in its history so busy as it is now." (*Carbondale Leader*, March 6, 1899, p. 5)

J. J. O'Neill, whose first four-year term as mayor of Carbondale came to an end on Monday, April 3, 1899, expressed the belief that the closing of the Gravity Railroad Gravity would in time be found to be a positive gain financially and otherwise for Carbondale. His remarks on the future of the City of Carbondale were expressed to a representative of the *Carbondale Leader*, who wrote the following article, which was published in that paper on March 9, 1899:"

**"THE FUTURE OF THE CITY. / Mayor O'Neill Sees Prosperity and Many Great Public Improvements Coming.** / Mayor O'Neill will retire from office on the first Monday in April. He has been an able and progressive official. His vetoes have not always met with general approval but they were done in a conscientious spirit and under a strict interpretation of the law. / The closing year of his administration has been one of much promise—and also some panic. It began with the commencement of a large number of needed improvements. This was followed by a temporary scare over the abandonment of the Gravity railroad. The depression is however already a thing of the past [emphasis added] and he will go out of office with a bright prospect ahead for the city. He is a believer in the future of Carbondale. To a LEADER man he said recently: / 'I had hoped to see completed during my term the various public works commenced; but the weather willed it otherwise. I had become greatly interested in them and know that they will work a much needed change in the city. I can see a number of important improvement projects unfolding themselves in the future of the city and from the spirit of the councils in the past it can be safely said they will be taken up and disposed of in a progressive way by coming officials. / I believe that the abandonment of the Gravity will in time be found to have been a positive gain financially and otherwise for Carbondale [emphasis added]. This is an era of changes—and some big ones are yet to be made that will be a great thing for the city. The doing away with the Gravity opens up possibilities heretofore little thought of, for increasing our business interests and the desirability of much unoccupied land. The project of extending Salem avenue to Hospital street is entirely feasible and it would give a splendid outlet for the city in that direction. / 'The Seventh avenue and No. 1 plane bridge questions are of course now a thing of the past as the streets at those points can be connected by filling in the sites of the old Gravity tracks. Bridges are expensive to keep in repair and are short lived; so they are not be thought of when a small expense for filling will give the city permanent roadways. Rather than continue to

maintain the bridge over No. 1 plane I believe the Delaware & Hudson would be willing to give the city the land necessary for the filling. / 'A handsome place can now be made of that spot. As the cars are to run on the plane no longer Terrace street should be at once connected with Canaan. Then the space between Terrace and Church streets filled in and graded—forming a fine plaza. In fact the whole plane could be secured by the city and turned into a new street; thus making salable for residence purposes the rear ends of the Canaan street lots. / 'The demise of the Gravity makes possible the continuation of Laurel street to Canaan. It is unnecessary to dwell upon the great benefit this would be to a large section as all business and pleasure vehicles using Canaan street must now go clear to Church street before being able to reach other portions of the city. Carbondale will continue to grow—but the best way to boom it is by providing ample and convenient inlets from the surrounding country in all directions.' " (*Carbondale Leader*, March 9, 1899, p. 2)

J. J. O'Neill served as Mayor of Carbondale, 1896-1899. J. W. Kilpatrick was Mayor of Carbondale from 1899-1903. J. J. O'Neill was reelected for a second term as Mayor of Carbondale, and served 1903-1906.

On March 11, 1899, as the boilers and engines in the engine house at the head of Plane No. 1 were being lowered down the loaded track on Plane No. 1, the cone broke and the boilers and engines from the engine house flew down the plane, causing much damage at the foot of the plane. Here is the account of this "Grand Finale of the Gravity" that was published in March 13, 1899 issue of the *Carbondale Leader*:

**"GRAND FINALE OF THE GRAVITY. / Boilers and Cars Go To 'Everlasting Smash' on Number One Plane—A Broken Cone.** / A singular accident was caused Saturday afternoon shortly after five o'clock on No. 1 plane by the breaking of a cone. The boilers and engines in use at No. 1 head had been loaded on flat bottomed cars which stood on what is known as the loaded track or the track used in pulling the cars up the plane. In order to let the cars carrying the boilers down the plane, the traps were removed and a rope stretched from a car on the light track where the cars are let down by a drum and fan arrangement. / A number of cars were run down successfully in this manner, being first pushed up the incline at the head and then allowed to run over under brakes, while the car on the light track was caught on the 'stub,' a device used to hold the cars while they are being 'hooked on.' It was in 'stubbing' the car that the cone broke letting the trip run to the bottom. / The cars gained in speed every instant. They fairly flew under the bridge at Church street and when they struck a trip which was standing at the foot the force of the impact rattled the windows in the nearby houses. The momentum was so great that the runaway trip ran under the standing cars piling their cargoes in confusion on all sides. / Two cars standing a few feet from the first trip were struck by it and sent whizzing up the track where they collided with another standing trip with such force that the first car was derailed. / All day yesterday the scene was visited by hundreds of people anxious to see the first wreck of the kind

that had ever occurred on the line of the gravity railroad. Expressions of surprise and wonderment were heard on all sides and amateur photographers flocked from all sides to get a 'snap-shot' of the remarkable wreck, that marks a part of the finale of the Gravity railroad." (*Carbondale Leader*, March 13, 1899, p. 2)

That smash-up on Plane No. 1 on March 11, 1899, as the boilers and engines in the engine house at the head of Plane No. 1 were being lowered down the loaded track on Plane No. 1, brought to mind, for some, "the greatest runaway and smash-up of coal cars in the history of the [Gravity] road," on Tuesday, February 13, 1872. In the March 13, 1899 issue of the *Carbondale Leader*, we read the following about that smash-up in 1872:

"Saturday's wreck at No. 1 plane [see clipping immediately above] was undoubtedly the last that will occur on that section of the old Gravity. While few accidents have taken place there in the past, No. 1 bears the unenviable distinction of being the scene of the greatest railroad wreck in all history—for the number of cars destroyed. It is now fully twenty-five years since the disaster occurred but it still remains fresh in the minds of all who were residents of Carbondale at the time. Early one Monday morning in February some boys were amusing themselves by letting off the brakes of a long train of light cars standing on a switch at the head of the plane. The cars finally started and the pressure behind them was so great that in a few moments the train was beyond control. Down they rushed over the head of the plane and began to pile up in shattered fragments beside the track as they were thrown from the rails by the safety latches. Such was the force of propulsion by the rear portion of the train that the forward cars were forced over one another till nearly the entire length of the plane was strewn with debris. The news spread like wild fire and there was a general rush to the spot from all parts of the city. Enterprising photographers made pictures of the wreck and one of these was until recently an interesting part of the furniture of No. 1 head house. The official reports to the company showed that 126 cars were demolished or badly injured in the wreck." (clipping in a Gritman scrapbook, probably from a Carbondale newspaper, dated MONDAY, MARCH 13, 1899)

Here is the account of the great smash-up of Tuesday, February 13, 1872, that was published in the *Carbondale Advance* of February 17, 1872, p. 3:

**"The Great 'Smash-Up.'** / The greatest Runaway and Smash-up of coal cars in the history of the road, occurred on the Gravity railroad here on Tuesday morning. / A long train of empty coal cars stood as usual upon that morning on the level extending from the head of Plane No. 1 to the foot of Plane No. 2. The rail was frosty, and a train let down from No. 2 Plane against these, started them, and in the state of the rail, brakes being useless, they shot back rapidly over the angle at No. 1 Engine, and down the Plane. They came rushing pell mell at a fearful speed down the Plane, until when about two thirds down the empty track they encountered a train being let

down and suspended by the wire rope from the machinery of the engine. This obstruction caused a tremendous crash, and they piled themselves up, on and off the track in wild confusion. Fortunately, no lives were lost, but the destruction of cars was fearful. About 150, we are told, were engaged in the strange race, of which few escaped serious injury, and many were totally wrecked. / The track was speedily cleared, with the accustomed energy, and hardly had the cars commenced running upon the Plane, when a second runaway occurred, showing the strange tendency of the cars to refuse control on that morning.” (*Carbondale Advance*, February 17, 1872, p. 3)

In the March 2, 1872 issue of the *Carbondale Advance* (p. 4) there is an ad from the Carbondale photographer, S. Y. Richards, in which he announces that he will close out his business on March 18, 1872. The last paragraph of the ad reads as follows: “A very good PHOTOGRAPHIC VIEW of the wonderful wreck of Cars on No. 1 Plane, on the 13<sup>th</sup> inst., can be obtained of the subscriber, and nowhere else, as his was the only one taken. S. Y. RICHARDS. / Carbondale, Feb. 16, 1872 [sic; this should, of course, read 1872]”

Many changes on the D&H were announced in an article that was published in March 14, 1899 issue of the *Carbondale Leader*. From that article, we learn that:

- A large force of trackmen were at work on the tracks near the foot of Plane No. 1, widening the narrow gauge tracks to standard gauge.
- The slope road will be abandoned but the trestle will be maintained as far as the steam road for switching purposes.
- The old Gravity car shops will be used as repair and car building shops for the steam railway. This was known to be true because the doorway to the shops was being enlarged and because the tracks leading in and out of the shop building were being widened, the track work under the personal supervision of roadmaster R. W. Kellow and superintendent C. R. Manville.
- The rumor was that the D&H would begin to ship coal over the Honesdale Branch about April first.
- Coal shipped over the Honesdale Branch would be shipped in gondolas and not the small cars (Gravity cars the gauge of which had been widened to standard gauge). A steel wire cable, possibly 2 ½ inches in diameter, will be attached to the loaded gondolas to lower them down Planes 9, 10, 11, and 12. For the gondolas to move down the planes, the rails will have to be raised about three inches to allow the break mechanism to pass over the pullies freely.
- To ship coal over the Honesdale Branch seven crews can be used to advantage over the present system.

- The horseshoe curve/Shepherd's Crook, on the road down to Carbondale from Farview, was regarded as too dangerous a piece of road to maintain, and a way to make that section of roadway safe was being sought. (The solution, as we will show below, was to replace the horseshoe curve/Shepherd's Crook with a switchback.)

Here is the complete text of that article from the *Carbondale Leader* of March 14, 1899:

**“MANY CHANGES ON THE D. & H. / April May See an Addition of Several Crews to the Honesdale Branch—New Tracks.** / A large force of trackmen are at work on the tracks near the foot of No. 1 plane widening the narrow gauge to the standard. Yesterday the same force was employed in widening the gauge of the tracks on the ‘high works’ to the head of No.28 but this is thought to be for temporary use, perhaps to get the engines and boilers from that place. The slope rode [sic, possibly “road” was intended] will be abandoned but the trestle will be maintained as far as the steam road for switching purposes. / The work now going on at No. 1 foot and the material used indicates that the improvements are of a permanent character. That the old Gravity car shops will be used as repair and car building shops for the steam railway is indicated by the enlargement of the doorway, the work of which is now going on, and the widening of the tracks leading to it and inside. The track work that is being done is under the personal supervision of roadmaster R. W. Kellow and superintendent C. R. Manville. / It is rumoured that the company will begin to ship coal over the new branch about April first [emphasis added]. The trial trips made on the planes between Farview and Waymart with the gondolas and the subsequent raising of the rails about three inches to allow the brake mechanism to pass over the pullies freely is regarded by railroad men as proof that the gondolas will be used instead of the small cars. Another rumor that lends considerable color to the project is that a number of Delaware & Hudson officials recently visited Shamokin for the purpose of inspecting a plane at that place which is used to lower heavy cars. It is said that on this plane a steel wire cable 2 ½ inches in diameter is in use. / The project is a leading topic with the railroad men and one of them has outlined a plan whereby seven crews can be used to advantage over the present system. / The surveyors have finished their work and the profiles of the several routes have been forwarded to Albany for the approval of the officials. Many think that the coming spring will see a radical change in the line. The horseshoe curve is regarded as too dangerous a piece of road to maintain where the company possesses so much land which can be used to advantage in making a less dangerous route.” (*Carbondale Leader*, March 14, 1899, p. 5)

Early in 1899, there was talk that the Delaware Valley and Kingston Railroad would construct a railroad over the route of the D&H Canal from Kingston to Lackawaxen, there to connect with the Pennsylvania Coal Company's road and thus deprive the Erie Railroad of that company's traffic. About that possibility, and the Erie's response to the proposed scheme, we read the following in *LeRoy*, part 9:

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“Early in 1899 the Delaware Valley and Kingston Railroad was chartered for the expressed purpose of constructing a railroad over the route of the D&H canal from Kingston to Lackawaxen, there to connect with the Pennsylvania Coal Company’s road and thus deprive the Erie Railroad of that company’s traffic. The Erie acting quickly to defeat this scheme, purchased outright the railroad property of the Pennsylvania Coal Company which it had operated under a lease agreement and as a further safeguard, bought up the right of way of the canal, thus preventing any competitor from building over a parallel route. This was the final disposition of the corpse of the old D&H canal.”( *LeRoy*, part 9)

From an article that was published in the *Port Jervis Gazette*, and reprinted in the *Carbondale Leader*, March 22, 1899, p. 6, we learn that Mr. Wilcox, General Counsel of the D&H Canal Company and Mr. Carr, the D&H attorney, before the railroad committee of the New York Senate, during the third week of March, 1899, said that there was no intention on the part of the Delaware & Hudson Canal company to build a railroad down the Delaware valley or to Kingston. The desire of the D&H, they said, was to dispose of what the D&H now considers to be an elephant on their hands, except that portion of the canal between Rosendale and Kingston, which they will retain for the transportation of cement. Here is that article:

**"NO RAILROAD TO BE BUILT. / All Hopes for a Line Along the Old D. & H. Canal Are Now at an End.** / Since the announcement made by the Delaware & Hudson Canal company of its intention to discontinue the use of the canal for the transportation of coal, it was believed by many that a railroad would be built and operated by the company along the line of the canal. It was stated that a man named Butler had gone over this route seeking to obtain the right of way for a railroad from the land owners, and the changes being made in widening the Gravity road to the standard gauge and using steam power instead of the gravity system, afforded additional grounds for the belief that the canal would be supplanted by a railroad. / The representatives from this village and town [Port Jervis], and of Sullivan county towns who appeared before the railroad committee in the senate last week and listened to the remarks of Mr. Wilcox, general counsel of the canal company and Mr. Carr attorney, were thoroughly convinced that there is no intention on the part of the Delaware & Hudson Canal company to built the railroad down the Delaware valley or to Kingston. Their desire seems to be to dispose of what they now consider to be an elephant on their hands, except that portion of the canal between Rosendale and Kingston, which they will retain for the transportation of cement. / Mr. Wilcox, in his remarks, said the company was chartered in 1823, in order to construct a waterway and transport coal by boats to New York city. In 1867 it became evident that coal could be carried cheaper by rail than canal, and the company was authorized by the legislature to carry its coal by rail, which they have since done to a considerable extent [emphasis added]. The canal had been run at a great loss and things were at such a pass that the company resolved that it was no longer a practical method of transportation. They had decided to discontinue using the canal, and the \$7,000,000 which had

been expended in its construction had been wiped off the books of the company, and the canal was considered as so much waste property. Mr. Wilcox said that they had been approached by various parties, who were desirous of utilizing the canal for railroad and other purposes, and the bill before the legislature was to authorize them to dispose of the property, the same as a railroad is permitted to dispose of its property. / Mr. Carr, following Mr. Wilcox, said the company had no desire of getting rid of its legal obligations in the matter of restoration of highways, bridges, farm crossings, water courses, etc., the latter of which they expected to restore, as far as possible, to their original channels, and as to sanitary matters, 'we must under the laws' said he, 'so long as we own it.' That which the company considered of some value was the right to take water from the Delaware, Mongaup and Neversink rivers which might be made useful as a water power, and as to the reservoirs in Sullivan county, the company might have to destroy them, unless disposed of to other parties for other purposes.—*Port Jervis Gazette*" (*Carbondale Leader*, March 22, 1899, p. 6)

2008

## **April 1899**

In the April 14, 1899 issue of the *Carbondale Leader*, the belief was expressed that "the season" at Farview promised to be one of more life than has characterized that popular resort for several years. From that article we also learn that:

- The Erie will run a large number of excursions to Farview from New York during the season and that, to the great pleasure of those excursionists, the D&H open air excursion cars will be used between Carbondale and Honesdale.
- The future of Planes 18, 19, and 20 had not yet decided upon by the D&H.
- The Delaware and Hudson company would, as usual, open Farview Park on Memorial day with an excursion under their auspices; also that the D&H would conduct an excursion to Farview Park on July 4.
- The A. O. H. of Lackawanna county have secured the park for June 20; St. Laurence Catholic church for July 26; and the Carbondale Mozart band for Labor day, September 4.
- With the closing of the Main Street Gravity station, excursions will be transferred at once at Union Station
- The rails on No. 2 plane are being taken up by the Delaware & Hudson employes and all of the cars have been taken from the switchback, which confirms the belief that that part of the system will be abandoned permanently.
- Workmen are tearing down the Delaware & Hudson paint shop which was partially destroyed by fire recently. Paint shop work will hereafter be done in one of the buildings formerly used for Gravity purposes." (*Carbondale Leader*, April 14, 1899, p. 5)

Here is that article from the April 14, 1899 issue of the *Carbondale Leader*:

**"THE SEASON AT FARVIEW. / It Should Be One of the Liveliest of Recent Years—Excursions on the Erie.** / The coming season at Farview promises to be one of more life than has characterized that popular resort for several years. The advent of warm weather has turned the attention during the past few days of numerous societies to their annual outing and already several bookings have been made for that place. / One of the greatest regrets felt last fall on the announcement of the closing of the Gravity railroad was that Farview would probably cease to exist. There was corresponding pleasure when the building of a wide gauge road was announced and it may now be said to be a settled fact that efforts are to be put forward to give the resort a greater patronage than ever. / It is generally acknowledged that the Erie will run a large number of excursions there from New York during the season and as the open cars are to be used between this city and Honesdale that novelty will still be given to excursionists. It was rumored today that at least the three planes from Farview to Waymart would be retained as a feature of the old Gravity but inquiring of the officials of the road brought out the information that the future of those planes had not yet been decided upon. / The Delaware and Hudson company will as usual open the park Memorial day with an excursion under their auspices. They will also conduct the excursion on July 4. The A. O. H. of Lackawanna county have secured the park for June 20; St. Laurence Catholic church for July 26; and our own Mozart band for Labor day, September 4. / One pleasant feature that will be missed in the new railroad arrangement is the advantages offered to excursionists to see Carbondale by getting off at the Union station and walking to the Main street Gravity station. Many musical organizations also adopted this plan as an advertising medium. Hereafter excursions will be transferred at once at the Union Station. / The rails on No. 2 plane are being taken up by the Delaware & Hudson employes and all of the cars have been taken from the switchback. This confirms the belief that this part of the system will be abandoned permanently. / Workmen are tearing down the Delaware & Hudson paint shop which was partially destroyed by fire recently. It is said that this branch of the work will hereafter be done in one of the buildings formerly used for Gravity purposes." (*Carbondale Leader*, April 14, 1899, p. 5)

On April 10, 1899, the New York Assembly authorized the D&H to abandon its canal. Several other Pennsylvania canal were also abandoned for the same reason that the D&H Canal was abandoned: they could not compete with the railroads on the cost of freightage, which was determined to be less than a cent a mile. The reality of the situation was this: small canals do not fit into the scheme of colossal enterprises which are now the characteristic feature of American progress. On a newspaper clipping, dated Wednesday, April 16, 1899, in one of the Gritman scrapbooks in the holdings of the Carbondale Historical Society, we read:

**"The Passing of the Small Canal.** / The New York Assembly on Monday passed a bill to allow the Delaware and Hudson Canal Company to abandon its canal running from Kingston, on the Hudson to the Pennsylvania coal fields. Several other canals between the Pennsylvania coal

fields and river navigation or tide water have been abandoned, owing to the great cheapness of railroad freightage, which is much less than a cent a mile a ton [emphasis added]. Some of the canal companies gave up the struggle after very little effort, but the Delaware and Hudson Company made a sturdy effort to stem the tide of railroad competition. But the time has come when small canalboats and small canals do not pay in this country. / Small canals in Europe still pay because they are not crowded out of business by extremely low freight charges such as have made American railroads unrivaled in the history of land transportation [emphasis added]./ The United Kingdom's network of canals, 3,800 miles long, brings all parts of the country into water communication with the four great river systems, the Humber, Mersey, Thames and Severn. Canals and canalized rivers converge from all sides on Paris, and the 3,000 miles of canals in France are a most prominent factor in the country's 8,000 miles of navigable waterways. Canals are far more important in the internal communication of France, Germany and Holland than of Great Britain, where railways have made large inroads on their business, and they will always thrive where slow transit is no objection and railroad freight rates do not compete. But small canals do not fit into the scheme of colossal enterprises which are now the characteristic feature of American progress." (clipping in Gritman scrapbook, dated Wednesday, April 16. 1899)

On May 1, 1899, the D&H became the contracted carrier of the U. S. mail, via its Honesdale Branch, between Carbondale and Honesdale. Two mails a day will be carried, as prior to January 1. On a newspaper clipping, possibly from a newspaper of April 16, 1899, in one of the Gritman scrapbooks, we read:

"After May 1 the Delaware and Hudson company will convey the mail to Honesdale. The postal department has notified Mr. Skinner, who has the stage contract, of the proposed change. Two mails a day will be carried, as prior to Jan. 1. Since Mr. Skinner took the contract only one day has been skipped. That was caused by a blizzard." (clipping in Gritman scrapbook from 1899, possibly Wednesday, April 16, 1899)

In the April 17, 1899 issue of the *Carbondale Leader*, many changes along the route of the Honesdale Branch of the D&H were announced. From that article, we learn that:

- Lookout Junction will henceforth be known as Carbondale Junction
- A gang of workmen are laying switches from the south bound track to connect with the Honesdale Branch, an improvement that obviates the necessity of trains 'backing up' to get on the north bound track in order to get on the Honesdale Branch.
- At Bushwick there is a decided change. A new track has been laid almost parallel with the present line that reduces the grade at the curve to a minimum. Instead of climbing a grade eighteen or twenty feet on less than 125 feet of track, the new route is some five or six hundred feet in length and the grade is consequently lessened in proportion.

- About a mile above Bushwick, there is another sharp curve. At that curve, there are signs that another radical change in the line will be made. Near that point new embankments will be made and road bed established.
- New ties have been distributed all along the line.
- At No. 3 culm pile a new switch of heavy rail has been laid and a new bridge to carry the tracks over Racket brook has been constructed. The immense washery now in course of erection is the probable cause for laying the branch at this point.
- At Farview a large force of workmen are engaged in relaying tracks and strengthening the present road bed. The use of 'scrap rail' or rail that has been in use on the 'division' gives rise to the supposition that the work here is temporary, perhaps to last only while the planes are used, but again at the foot of the planes in Waymart, old switches and trucks are being replaced by standard rails; this would substantiate the theory that they were being laid with a view to permanency.
- At Farview the foot bridge that crossed the tracks at the station has been moved to a point about fifty feet below where it formerly stood.
- Heavy gondolas are now being let down the planes, one at a time, and even the large box or freight cars are in use and are lowered singly from Farview to Waymart."

Here is that fact-filled article:

**“MANY CHANGES BEING MADE. / The Honesdale Branch a Scene of Renewed Activity—Changes Temporary and Permanent.** / All along the line of the Honesdale branch are signs of renewed activity. At the lookout, which by the way, we may as well begin to call Carbondale junction, a gang of workmen are laying switches from the south bound track to connect with the Honesdale branch, an improvement that obviates the necessity of trains ‘backing up’ to get on the north bound track in order to get on the branch, a feature that was formerly touched upon in these columns. At Bushwick there is a decided change. A new track has been laid almost parallel with the present line that reduces the grade at the curve to a minimum. Instead of climbing a grade eighteen or twenty feet on less than 125 feet of track, the new route is some five or six hundred feet in length and the grade is consequently lessened in proportion. / It will be remembered that about a mile above Bushwick is another sharp curve. Here there are also signs of another radical change in the line. Near this point new embankments are being made and road bed established by surveyors to guide the workmen are in evidence. All along the line are distributed new ties and the changes that are being made are such with the material used as to convey an idea of permanency. / At No. 3 culm pile a new switch of heavy rail has been laid and a new bridge to carry the tracks over Racket brook has been constructed. The materials used show that the switch is not for temporary purposes. The immense washery now in course of erection is the probable cause for laying the branch at this point. At Farview a large force of workmen are engaged in relaying tracks and strengthening the present road bed. The use of ‘scrap rail’ or rail that has been in use on the ‘division’ gives rise to the supposition that the work here is temporary, perhaps to last only while the planes are used, but again at the

foot of the planes in Waymart, old switches and trucks are being replaced by standard rails; this would substantiate the theory that they were being laid with a view to permanency. / At Farview the foot bridge that crossed the tracks at the station has been moved to a point about fifty feet below where it formerly stood. Heavy gondolas are now being let down the planes, one at a time and even the large box or freight cars are in use and are lowered singly from Farview to Waymart.” (*Carbondale Leader*, April 17, 1899, p. 5)

Given the large number of excursion visitors to Carbondale of late from New York City and other places in eastern New York, said “Amos” in a letter to the editor of the *Carbondale Leader*, April 22, 1899, p. 2, the City of Carbondale should make a conscious effort to be a good host and properly receive such company. Here is that letter:

**"TO HELP THE TOWN ALONG. / How a Correspondent Believes Excursionists Should Be Treated—Go on With Improvements. / To the Editor of The LEADER:** / Of late we have received several thousand people from the metropolis and other places in eastern New York who have enjoyed an outing by way of the Erie road over the Moosic mountain. Those people seem to have enjoyed the ride very much. / The varied change of scenery and bracing mountain air made a pleasant trip for those confined in the narrow streets of the great city. / But we do not seem to be prepared to properly receive such company. Arrangements should be made for properly appointed guides to receive them on their arrival and give them all necessary information about the town, especially of the coal industry show them to a mine entrance and a coal breaker if they do not have time to enter a mine. / The people who have already come were mostly steady, quiet, intelligent persons anxious to see what was of interest in a coal mining city. / If we will receive these people with due respect and make it pleasant for them while they are here, Carbondale may be helped and improved very much. The city will grow and become known to a large number of people. We should improve our streets and walks yet more, trim and cut down dead trees and branches and beautify our lawns and gardens if we expected visitors. / We were sorry to see the accusation Monday by some writer against the excursionists who were occupying the park. We had the pleasure of being there while some of those were quietly sitting in the shade of the trees enjoying the fountain and quenching their thirst with the fresh water, some of which was cooled by ice furnished by the man in charge of the park. The visitors spoke very highly of the park. / Some towns work a long time and spend much money in advertising to induce excursionists to visit them; then they may only receive local benefits as Sunday school picnics, &c. Now Carbondale, without any effort on her part has already received a good start. Let her improve the opportunity and help to build up the town as well as to please the excursionists. AMOS." (*Carbondale Leader*, April 22, 1899, p. 2)

On April 10, 1899, as we mentioned above, the New York Assembly authorized the D&H to abandon its canal. On April 28, 1899: the New York legislature passed an act authorizing the D&H to discontinue its Canal and to change the company name to “The Delaware and Hudson Company.” Here is the text of that act:

## CHAPTER 469. LAWS 1899.

## AN ACT TO AMEND CHAPTER EIGHT HUNDRED AND FORTY-ONE OF THE LAWS OF EIGHTEEN HUNDRED AND SIXTY-SEVEN, ENTITLED

"An act to amend an act entitled 'An act to incorporate the President, Managers and Company of the Delaware and Hudson Canal Company,' passed April twenty-third, eighteen hundred and twenty-three."

Became a law April 28, 1899, with the approval of the Governor. Passed, by a majority vote.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Chapter eight hundred and forty-one of the laws of eighteen hundred and sixty-seven, passed May ninth, eighteen hundred and sixty-seven, entitled "An act to amend an act, entitled 'An act to incorporate the President, Managers and Company of the Delaware and Hudson Canal Company,' passed April twenty-third, eighteen hundred and twenty-three," and constituting chapter two hundred and thirty-eight of the laws of eighteen hundred and twenty-three, is hereby amended by inserting therein the following new sections to be known as sections three, four, five and six.

3. Whenever it shall appear to the managers of said canal company that it is able to fulfill the aforesaid purpose of opening and of mining and bringing to market a supply of stone coal which is found in the interior of the state of Pennsylvania more economically by rail over its own or other lines than by its canal, it shall be lawful for said company, and it is hereby authorized and empowered by vote of said managers, to lease, sell or discontinue to use or maintain said canal, or any parts thereof, which in their judgment are no longer necessary for said purpose.

Managers authorized to dispose of Canal or discontinue its use.

4. Whenever the said company shall exercise the power and authority granted in section three of this act to discontinue to use or maintain said canal, or any part thereof, it shall, within a reasonable time thereafter, restore the highway crossings of such part of said canal as is so discontinued to their former state, so far as the same can be done, either by the removal of the bridges thereover and the approaches thereto and filling in the bed of the canal at such crossings, or in such other way as may be found most practicable for that purpose. It shall also be the duty of said company, in the event of such discontinuance of said canal, or any part thereof, to make such provision for the private crossings over that part of said canal so discontinued as will furnish those entitled thereto a suitable crossing thereover, either by the removal of the bridges and approaches now existing at and for such private crossings and filling in the bed of the canal thereat, or in such other way as may be found most practicable for that purpose. It shall also be the duty of said company, in the event of such discontinuance of said canal or any part thereof, to make such provision for the streams now discharging into said canal on that part of it which may be so discontinued as will restore them to their original channels; but where to make such restoration has become, or is now, impossible, such provision shall be made for the discharge of the water of such streams from said canal as the existing situation now permits, and as will avoid injury to other property. It shall also be the duty of said company, its successors or assigns, to take such precautions and make such provisions for the carrying away of water that may flow into the bed of such portion of said canal as may be discontinued as will prevent such stagnant pools of water therein as are liable to become injurious to public health.

Company must restore highways and provide private crossings, if canal be discontinued.

Must also restore streams to original channels or make suitable provision for their discharge.

Company must prevent water from stagnating.

5. It shall be lawful for said canal company, and it is hereby authorized and empowered, to use any part of its net earnings or surplus for the purchase or purchasing or extinguishing of securities or shares of stock of itself or of any corporations with which it may have entered into any contract or lease, or upon

Any part of Company's net earnings may be used to purchase or extinguish certain securities.



How, when,  
and to what  
extent net  
earnings may  
be so applied.

whose securities or stock it may have become liable to pay interest or dividends. The amount to be so used and the time and manner in which the same shall be so applied shall be fixed by a vote of a majority of the stockholders present at any meeting in person or by proxy. Such action may be subsequently modified or rescinded after notice of the changes contemplated given for the same time and in the same manner as is required regarding notice of the annual meetings of the company and by a vote of the stockholders, such as is above specified, at a regular or special meeting pursuant to such notice.

Change of  
corporate  
name.

6. The corporate name of said company is hereby changed from "The President, Managers and Company of the Delaware and Hudson Canal Company" to "The Delaware and Hudson Company," by which last mentioned name it shall be hereafter known and designated with the same force and effect as though it had been originally incorporated by that name.

2. This act shall take effect immediately.

2009

## May 1899

A rumor-filled article about the D&H was published in the *Carbondale Leader*, May 4, 1899, p. 4. From that article, we learn that:

- There are many unanswered questions about the new roadbed of the Honesdale Branch through the Waymart area, and about the roadbed between Waymart and Honesdale.
- Rumor has it that the Erie trains will arrive and depart from city station (the Seventh Avenue station) in the near future and that Union depot will be utilized for other purposes.
- The D&H company are now introducing new and larger equipment, which will of course, reduce the expense of transportation and increase the earnings.
- The D&H Company is said to have recently given the Dickson Manufacturing Co., of Scranton, an order for ten new locomotives, and another to the Schenectady Locomotive Works for fifteen others.
- The D&H Company have in all twenty-seven new engines now building for them, some of which will weigh eighty-five tons. At present, the heaviest D&H engines scarcely exceed fifty-five tons.
- The D&H Company is said to have recently placed an order for 4,000 coal cars with nearly four times the capacity of their present cars.

Here is that rumor-filled—but nevertheless very interesting—article:

**"ERIE MAY USE CITY STATION. / Matters New About the Honesdale Branch—Company Buying New Engines and Cars.** / The options held by the Delaware & Hudson company on lands in the vicinity of Waymart have all expired and the people of that little town are beginning to fear that the proposed new route to Honesdale will not run through their place.

A *Leader* man went over the line a short time ago and gave a detailed account of the work under way. The most radical change so far is at Cold spring where a trestle is erected for the purpose of making an embankment which will lessen the grade at that point. It is understood that trackmen have orders to place new and heavy material between Waymart and Honesdale; while between Farview and Carbondale repairs are to be of a temporary nature. Two new gangs of workmen have also been added on the section between Waymart and Honesdale. There is yet no official information to be gained. / A RUMOUR. / Rumor has it that the Erie trains will arrive and depart from city station in the near future and that Union depot will be utilized for other purposes. What lends color to this rumor is the fact that D. & H. land occupied by other parties near the station has been vacated by order of the company. To the observer this would seem to indicate that the company will use the land for switches. This rumor also lacks official confirmation. / NEW EQUIPMENT. / It is gratifying to note that the company are now introducing new and larger equipment, which will of course, reduce the expense of transportation and increase the earnings. We understand that the company has recently given the Dickson Manufacturing Co., of Scranton, an order for ten new locomotives, and another to the Schenectady Locomotive Works for fifteen others. In fact, we learn the company have in all twenty-seven new engines now building for them, some of which will weigh eighty-five tons. When it is stated that their heaviest engines will scarcely exceed fifty-five tons, the radical changes which the Delaware and Hudson are making are more fully realized. We hear that the company have recently placed order for 4,000 coal cars—nearly four times the capacity of their present cars. These changes and others which we shall have occasion to allude to subsequently certainly mean a great deal for the owners of this property." (*Carbondale Leader*, May 4, 1899, p. 4)

Several facts and one rumor about the D&H are reported in an article titled "D&H Changes" that was published in the *Carbondale Leader*, May 6, 1899, p. 5. From that article, we learn that

- The engines now stationed at Mill Creek and Plymouth respectively, will be removed to the round house in Carbondale, and the crews will be compelled to take up their residence in the vicinity of the round house. There are two engines at Plymouth and four at Mill Creek.
- The round houses at Plymouth and at Mill Creek will be abandoned and the wipers will be transferred to Wilkes-Barre.
- Last week (in early May 1899) seven of the oldest passenger conductors on the A. & S. division were discharged.
- It is rumored that on the Carbondale division (as on the A&S on the Susquehanna Division, see preceding item in this list), a "cleaning up" can be expected.

Here is that article, which was originally published in the *Wilkes-Barre News*:

**“D&H CHANGES. / A Shake Up Predicted on the Pennsylvania Division.** / In accordance with a recent order issue by superintendent Manville of the Delaware & Hudson, the engines now stationed at Mill Creek and Plymouth respectively, will be removed to the round house in this city, and the crews will be compelled to take up their residence in the vicinity of the round house. / There are two engines at Plymouth and four at Mill Creek. The round houses at these two places will be abandoned and the wipers will be transferred to Wilkes-Barre. By centralizing their motive power in this way considerable expense is dispensed with and more satisfactory results in other respects will be attained. / The Delaware & Hudson is making many changes, and several of the old employees are on the ragged edge of uncertainty.—Last week seven of the oldest passenger conductors on the A. & S. division were discharged, and rumor has it that the Carbondale division will come in for a cleaning up also.—*Wilkes-Barre News. (Carbondale Leader, May 6, 1899, p. 5)*

At the annual meeting of the stockholders of the Delaware & Hudson Canal Company on May 9, 1899 in New York, the following persons were elected to the Board of Directors:

- James Roosevelt
- Robert M. Olyphant
- William H. Tillinghast
- Alfred Vansantvoord
- Alex E. Orr
- Chauncey M. Depew
- James W. Alexander
- James R. Taylor
- Horace G. Young
- John Jacob Astor
- R. Somers Hays
- Frederick Cromwell
- David Wilcox

That information about the annual meeting of the stockholders was learned from the following article that was published in the *Carbondale Leader*, May 10, 1899, p. 5:

**“D. & H. STOCKHOLDERS. / Managers elected at Their Annual Meeting in New York.** / The stockholders of the Delaware & Hudson Canal company, at their annual meeting in New York yesterday elected the following board of managers: James Roosevelt, Robert M. Olyphant,

William H. Tillinghast, Alfred Vansantvoord, Alex E. Orr, Chauncey M. Depew, James W. Alexander, James R. Taylor, Horace G. Young, John Jacob Astor, R. Somers Hays, Frederick Cromwell and David Wilcox. The last named takes the place of James A. Roosevelt, who died during the year. / The stockholders voted affirmatively on an ordinance providing for the establishment of a sinking fund from the sale of coal. This is to be not less than five cents per ton and will amount to \$175,000 or \$200,000 per year as a minimum charge before dividends. The sinking fund is to be used whenever possible in retiring the company's securities. / This sum is to be invested, as the managers may dictate, in the stock or securities of the company or of a company owned or leased. In case such investment may be inexpedient the money may be invested otherwise, temporarily. No permanent investment under this sinking fund may be re-issued, but is to be retired and cancelled." (*Carbondale Leader*, May 10, 1899, p. 5)

From an article titled "To Abandon Union Station" that was published in the *Carbondale Leader*, May 10, 1899, p. 5, we learn many interesting facts about the D&H and its activities at that time. We learn that:

- The work of laying the switches at Seventh Avenue was begun on the morning of May 10, 1899, with a large force of men being employed in excavating and making a new bank along the canal, laying new ties for a crossover just below the old 'high works' crossing, and new and longer ties near the ash pile at '28' for the switches.
- C. R. Manville announced that Erie trains will arrive and depart from the D&H Seventh Avenue station (the city station), beginning May 21, 1899.
- The D&H Union Station will no longer be used by the D&H, and the building will probably be removed.
- On Sunday, May 14, 1899, a new D&H timetable will go into effect. Beginning on that date, the train arriving in this city from Nineveh will arrive at 2:30 o'clock. The Sunday train leaving here will leave at 11:20, the same time as the week day train. The other changes in the new timetable are small and in all probability will consist mainly of the omission of the Union Station leaving time.
- For the use of engines making long distance runs, a water crane leading from the tank at the head of '28' will be placed at City Station.

Here is that article from the May 10, 1899 issue of the *Carbondale Leader*:

**"TO ABANDON UNION STATION. / Erie Trains Will Leave Seventh Avenue—Changes in Time Table—A New Water Crane.** / The work of laying the switches at Seventh avenue station was begun this morning, a large force of men being employed in excavating and making a new bank along the canal; laying new ties for a crossover just below the old 'high works' crossing, and new and longer ties near the ash pile at '28' for the switches. / The theory advanced in the LEADER a few days ago that Erie trains will arrive at and depart from city station was

confirmed by an interview with superintendent C. R. Manville this morning. Furthermore, superintendent Manville stated that Union Station will be abandoned. When asked whether or not the building would be used for other purposes, Mr. Manville replied that it would not and added that it would probably be removed. / The Erie company will begin to use city station a week from next Sunday and the changes in the time table of the Delaware and Hudson made necessary by the abandonment of the upper station will be made next Sunday. The changes are not very extensive, however, but one very marked one being made. That is the train arriving in this city from Nineveh, at 3:50 o'clock. It will after the change, arrive at 2:30 o'clock. The Sunday train leaving here at 11 o'clock will leave at 11:20 the same time as the week day train. The other changes are small and in all probability will consist mainly of the omission of the union station leaving time. / For the use of engines making long distance runs, a water crane leading from the tank at the head of '28' will be placed at city station." (*Carbondale Leader*, May 10, 1899, p. 5)

In the May 13, 1899 issue of the *Carbondale Leader*, many facts and a few rumors are presented in an article titled "Track Will Be Ready Tonight." From that article we learn that:

- Remarkably rapid work has been done by the men engaged in laying the new switch at the city station of the Delaware & Hudson. It will be nearly completed tonight. The switch will be used for the Erie and Honesdale branch trains.
- It is expected that work will be commenced on Monday the 15<sup>th</sup> in raising the Main line tracks as they pass under the old Gravity highworks. There is a sag in the roadbed there of one foot. This is to be filled in.
- The machinery is presently being removed from the engine house on former Plane No. 28, and as soon as the machinery has been removed from No. 28 engine house, the highworks across Carbondale are to be torn down.
- With the disappearance of the highworks will come other changes in that vicinity. The Weston Mill company are to abandon the water wheel which has given power to their mill for years and a large steam engine is to be put in. This means that the raceway at that point is to be finally abandoned and the large amount of water heretofore diverted in this direction will now be allowed to follow its natural course along the bed of the river—which should increase the sanitary conditions of the city.
- The rumor around town that transportation rates on the Honesdale branch were to be raised this summer and that excursion tickets to Farview would hereafter be fifty cents was said, by the D&H, not to be true. Round trip fare to Farview will remain thirty cents.
- Rumor had it last evening that the Delaware & Hudson company would remove their freight houses to the vacant land below Seventh avenue near the foot of plane 28.
- D&H surveyors are presently working in the area of Anthracite Park.

Here is that article from the May 13, 1899 issue of the *Carbondale Leader*:

**"TRACK WILL BE READY TONIGHT. / Completion of the New Siding—Temporary Change in Highworks—A Reminiscence—Rumor.** / Remarkably rapid work has been done by the men engaged in laying the new switch at the city station of the Delaware & Hudson. It will be nearly completed tonight. The switch will be used for the Erie and Honesdale branch trains. / It is expected that work will be commenced on Monday in raising the Main line tracks as they pass under the old Gravity highworks. There is a sag in the roadbed there of one foot. This is to be filled in. The work will necessitate some changes in the lower part of the highworks to allow the large cars to pass under. This will be only for a short time, however, for as soon as the machinery has been removed from No. 28 engine house the highworks are to be torn down. / The demolition of this structure which for a half century has been one of the landscape and industrial features of the city will recall to the few of our old residents the incidents connected with its erection and initial operation. / **A REMINISCENCE.** / One of the most memorable was the sorrowful accident which occurred at the time of the first test made of the strength of the structure. While a trip of loaded coal cars was passing over it the trestle gave way at the Dundaff street crossing and the cars were precipitated to the ground beneath. Hannibal Peck was in charge of the trip and all who witnessed the terrible affair believed that he was instantly killed in the fall. He was alive, however, when extricated from the big mass of wreckage but the physicians who were called at once said he was fatally injured. His arms, legs and ribs were fractured—in fact nearly every bone in his body was thought to be broken. He lingered in a doubtful condition for a time and then began to improve. His ultimate recovery was considered one of the miracles of the time. / **OTHER CHANGES** / With the disappearance of the highworks will come other changes in that vicinity. The Weston Mill company are to abandon the water wheel which has given power to their mill for years and a large steam engine is to be put in. This means that the raceway at that point is to be finally abandoned and the large amount of water heretofore diverted in this direction will now be allowed to follow its natural course along the bed of the river—which should increase the sanitary conditions of the city. / **ONLY RUMOURS** / Somebody started the rumor this week that transportation rates on the Honesdale branch were to be raised this summer and that excursion tickets to Farview would hereafter be fifty cents. Inquiry at the ticket office of the company show this story to be without any foundation. It will still be thirty cents to Farview and return. / Rumor had it last evening that the Delaware & Hudson company would remove their freight houses to the vacant land below Seventh avenue near the foot of plane 28 and in confirmation some added that the Pidgeon property for which the company have negotiated several times, had been sold and that the consideration was \$2,100. But an interview with an interested party reveals that the latter is untrue as the company's representatives have made no overtures lately. / This cannot be taken, however, as against the proposed change as the company have ample room without the Pidgeon property. It is thought that there will be tracks added eventually and surveyors working in that vicinity lends color to the belief that they will be laid in the near future, but whether the freight station will be located there or not is a question that time alone will solve, as those who know will neither affirm nor deny the report. / **AT ANTHRACITE PARK** / Another place where the company surveyors have been at work recently is Anthracite park and some one at once jumped at the conclusion that

there would be tracks laid there that would interfere with the coming race meets. But the members of the Driving club are not alarmed or at least do not apprehend any interference. One of the members say that surveying in that vicinity is not an infrequent occurrence." (*Carbondale Leader*, May 13, 1899, p. 6)

In the Delaware and Hudson Railroad timetable, dated May 14, 1899, that was published in the July 12, 1899 issue, p. 8, of the *Carbondale Leader*, we read: "Trains will leave Carbondale as follows: / For Waymart and Honesdale: 7:13, 11:01 a. m., 3:09, 6:08 p. m. " Here is the complete timetable:



## DELAWARE AND HUDSON RAILROAD.

May 14, 1899.

Fourteen trains,  
daily, from  
Carbondale to  
Scranton and  
Wilkes-Barre!

Trains will leave Carbondale as follows;

→ For Scranton and Wilkes-Barre: 6:05, 7:05, 8:00, 9:00, 10:00, 11:20 a. m., 12:45, 1:42, 2:50, 3:49, 5:05, 7:05, 10:00, 10:50 p. m.

Sunday trains leave 8:56, 11:21 a. m., 1:16, 2:46, 5:01, 7:06 p. m.

For Albany, Saratoga, Montreal, Boston New England points, &c., 7:00 a. m., 3:50 p. m. (daily)

→ For Waymart and Honesdale: 7:13, 11:01 a. m., 3:09, 6:08 p. m.

For New York, Philadelphia, &c, via Lehigh Valley R. R., 6:05, 11:20, a. m., 12:45, 1:42, 8:45, (with Black Diamond Express) 10:50 p. m.

For Western points via Lehigh Valley R. R. 7:05, 11:20 a. m., 2:50, (with Black Diamond Express) 10:00, 10:50 p. m.

For Pennsylvania Railroad points: 6:05, 9:00 a. m., 1:45, 3:49 p. m.

For New York, Philadelphia, &c., via Delaware, Lackawanna & Western: 7:05, 9:00, 10:00, 11:20 a. m., 10:50 p. m.

For Elmira, Buffalo and Western points, via Delaware Lackawanna & Western: 8:00 a. m., 12:45, 5:05, 10:50 p. m.

Trains will arrive at Carbondale from Wilkes-Barre and Scranton as follows: 6:57, 8:31, 9:31, 10:51 a. m., 12:38, 2:00, 3:00, 4:30, 6:05, 7:05, 8:35, 9:55, 11:38 p. m., 1:54 a. m.

Sunday trains arrive 9:42 a. m., 12:10, 2:59, 4:59, 6:24, 10:30 p. m.

J. W. BURDICK, G. P. A., Albany, N. Y.

H. W. CROSS, D. P. A., Scranton, Pa.

For complete information relative to ticket rates and routes to all points in the United States and Canada, address,

H. W. CROSS, D. P. A., Scranton, Pa.

Four trains daily  
from Carbondale  
to Waymart and  
Honesdale!

In the May 16, 1899 issue of the *Carbondale Leader*, horse racing of the 'gilt edge variety' was announced for the coming meet at Anthracite Park, located at the north end of the D&H yard. A special race at the opening day of the season, Memorial Day, will be the gentlemen's race, a confined to owners of road horses without marks. Probable entries in that race include:

Williams and Likely's 'Napoleon'

G. E. Mills' 'Belle'

J. B. Nicholson's 'Daisy'

Frank E. Burr's 'Madge'

I. Val Hollenbeck's 'Dandy'

C. W. Fulkerson's 'Snowden'

Here is the complete text of that article:

**"THE RACES** / Much Interest Is Being Aroused Over the Coming Meet at Anthracite Park. / The prominence of the men who have taken it upon themselves to give Carbondale good horse racing during the coming season will insure the attendance of the best people of the city at all of the events. The opening event on Memorial day will be cheered by society in its smartest clothes and they will undoubtedly see racing of the gilt edge variety. Already the track is in prime condition and for the first time this season a number of local owners 'worked out' their steeds on Friday. The workmen engaged are to be kept at work however until the day of the races in order to get the track in 'fast' condition. / An event of the day about which no small amount of interest is already centered is the gentleman's race, an event confined to owners of road horses without marks. Probable entries are Williams and Likely's 'Napoleon,' G. E. Mills' 'Belle,' J. B. Nicholson's 'Daisy,' Frank E. Burr's 'Madge,' I. Val Hollenbeck's 'Dandy,' John S. Niles' 'Victor P,' C. W. Fulkerson's 'Snowden.' " (*Carbondale Leader*, May 16, 1899, p. 5)

By means of an article that was published in the May 16, 1899 issue of the *Carbondale Leader*, the D&H re-issue its order that D&H employees may not enter a saloon during working hours. Here is that article:

**"Re-issued the Order.** / The Delaware and Hudson company has just re-issued an order prohibiting its employes from entering a saloon during working hours. The order is very imperative and any violator of it who is detected is sure of dismissal." (*Carbondale Leader*, May 16, 1899, p. 5)I

In late May 1899, the City of Carbondale, the Delaware and Hudson Company, and the Carbondale Traction Company opened talks about a proposed steel bridge over the D&H tracks at Eight Avenue. The D&H and the Carbondale Traction Company were both strongly in favor

of such a bridge. Here is the report on these early talks on the question that were published in the *Carbondale Leader* of May 20, 1899, p. 5:

**"YET ANOTHER BIG CHANGE.** / A Steel Bridge Over the Railroad Tracks at Eighth Avenue Is Talked of. /A measure of the greatest importance to the city has just been proposed on the part of the Delaware and Hudson company and is now under consideration by the three parties directly concerned. They are the city, the Delaware and Hudson company and the Carbondale Traction company. / The proposition is for the building of a steel viaduct over the Delaware and Hudson tracks at Eighth avenue. Coming from that corporation the proposition gives added color to the belief that a large freight or coal yard is soon to be constructed on the present air lots near that point. The company have agreed to the terms of J. J. Pidgeon for the purchase of his property at the Eighth avenue crossing but the transfer of the same has not been completed. They are anxious for him to vacate and Mr. Pidgeon told a LEADER man yesterday that he had consented to give them possession on July 1. It is said that the company's purchases have not as yet extended to the Burnett property on the other side of the old Gravity track but they undoubtedly will if the yard scheme is to be carried out. / The building of a viaduct there is a matter that should be accepted at once and hurried to completion—now that the corporations interested have taken the initiative and will do their share. By commencing near the gas house an easy grade will carry the roadway over all present and future tracks with the exception of the 'gas house' switch. / The viaduct would give an excellent opening to the west side and do away with the dangerous grade crossing now existing there. This crossing is always a subject for complaint and may yet be the scene of a great accident. It is a continued source of expense to the Traction company and would be more so if additional tracks are put in by the D. & H. / The erection of the viaduct would make unnecessary other expenses for changing Seventh avenue as has been proposed. It would place out of service the iron bridge now carrying over the Gravity track and this structure can be at once be placed over Racket Brook at Terrace street where otherwise a new bridge will have to be built this summer. The structure is in excellent condition and just suited to meet the Terrace street difficulty. / Now that the two corporations mentioned seem anxious for the viaduct the city should jump at the chance to secure such a needed improvement at a minimum cost. Mayor Kilpatrick and city engineer Shepherd have been in consultation with the corporation officials over the matter and it is expected their views will be given to councils at an early date. / The information of this probable big change came to our office at a late hour and a reporter who was sent to verify the story failed to find the parties who have knowledge of the facts." (*Carbondale Leader* May 20, 1899, p. 5)

An article published in the *Carbondale Leader*, May 22, 1899, p. 5, begins with the following sentence:

“The changes which the Delaware and Hudson company are making or have in contemplation around the city are so many and important as to claim all attention and discussion.”

From that article, titled “Anthracite Park Going” we learn that:

- The proposal to erect a steel bridge over the D&H tracks at Eighth Avenue has met with general favor in the community, but the residents of the West Side “did not arise to the importance of the occasion sufficiently to provide for a good street through that section to connect with the bridge,” which is, it is believed “the one hindrance to the immediate consummation of the project.”:
- Upon the ultimate tearing away of the old Union Station it is said a new switch will be put in leading from that point into the railroad yard. Thus the troubles that have ensued from having large coal trains use the main tracks above Dundaff Street will be done away with.
- By the abandonment of Union Station, William H. Hollenbeck, baggage master at City Station has resigned, Willis G. Moon, ticket clerk has been laid off, Messrs. Paul Burton, Clarence Mann and Fred Moon employees at Union Station taking the places made vacant. Robert Marshall, night baggage man and ticket agent C. R. Smith are retained in their old positions.
- The abandonment of Union Station brings with it increased danger at the Dundaff Street crossing, as trains will pass that point hereafter at a higher rate of speed. Additional precautions will be required from both the gateman and the drivers

Here is that fact-filled article:

**"ANTHRACITE PARK GOING. / Our Race Course Will Soon Give Way to Big Coal Piles—Eighth Avenue Crossing.** / The changes which the Delaware and Hudson company are making or have in contemplation around the city are so many and important as to claim all attention and discussion. . . / **EIGHTH AVENUE CROSSING.** / The proposed steel viaduct over the Delaware & Hudson tracks at Eighth avenue was one of the principal topics of conversation about the streets on Saturday night. It met with general favor but universal regret was heard that the residents of the west side did not arise to the importance of the occasion sufficiently to provide for a good street through that section to connect with the bridge. This is the one hindrance to the immediate consummation of the project, it is believed. / For some weeks ex-mayor Hendrick and other leading citizens have been considering the problems involved in the crossing at that point and it was proposed by some to construct a roadway from Brooklyn street to the old Gravity road bed. Following this the new street would pass below the D. & H. steam road tracks and again arise to the present level of Eighth avenue near the gas house. / City engineer Shepherd does not think this plan is entirely feasible, however. / Upon the ultimate tearing away of the old union depot it is said a new switch will be put in leading from that point into the railroad yard. Thus the troubles that have ensued from having large coal trains use the main tracks above Dundaff street will be done away with. / **STATION CHANGES.** / By the abandonment of Union Station William H. Hollenbeck, baggage master at city station has

resigned, Willis G. Moon, ticket clerk has been laid off, Messrs. Paul Burton, Clarence Mann and Fred Moon employees at Union station taking the places made vacant. Robert Marshall, night baggage man and ticket agent C. R. Smith are retained in their old positions. / In all probability since Mr. Hollenbeck has severed his connection with the company he will re-enter the lumber firm of Frank Hollenbeck & Sons. Mr. Moon will be given another position, perhaps at Farview or some smaller station. / The abandonment of Union depot brings with it increased danger at the Dundaff street crossing as trains will pass that point hereafter at a higher rate of speed. Additional precautions will be required from both the gateman and the drivers." (*Carbondale Leader*, May 22, 1899, p. 5)

Shown below is another very rare photograph of Carbondale that was taken at the time of the abandonment of the Gravity Railroad. The original of this photo is in the collection of the Waymart Area Historical Society. The boxcars in the photo are on a stub end of the former Gravity right of way. The trestle in the foreground is that of the New York, Ontario, and Western Railway over the D&H tracks. When the NYOW trestle was installed in 1889 it was single tracked. In 1911 it was double tracked, which tells us that this photo was taken between 1900 and 1911. The Van Bergen building and the Pugliano building, both on Dundaff Street, can be seen on the right in this photograph, and Our Lady of Mount Carmel Church that was destroyed by fire in 1910 (on the site of the present church building) can be seen on the left in this photo. Following the fire, Our Lady of Mount Carmel Church was partially rebuilt on the same site in 1911; the present church was completed and dedicated in 1925. The first Mount Carmel church in Carbondale was in a small wooden frame building on Brown Street.

Our Lady of Mount Carmel Church.  
This building was destroyed by fire  
in 1910.



New  
York,  
Ontario,  
and  
Western  
Railway  
trestle  
over the  
D&H  
tracks.

*D&H Tracks, Dundaff Street Area, after 1900 and before 1911.*

Given below is the text on a clipping in a Gritman scrapbook, that is given following May 20, 1899. The subject of this clipping is a melancholy look at the former Gravity Railroad. The clipping appears to be a part of a larger article that was published in the *Olyphant Record*.

**“Changes Are Expensive.** / The old gravity track is fast dilapidating, and in a few years many sections of it will be obliterated by the ravages of time. A walk along a few miles of it, impresses one with the great expense incurred by the Delaware & Hudson Canal company, when it resolved to do away with this method of hauling its coal to market. It was a great change, and the loss incidental to these innovations is visible on all sides. Rumor has it, that an estimated valuation of the property of the company in rolling stock, stationery [sic; “stationary” was intended] engines, ropes and other appliances, was made at the time operations were suspended on the old gravity, and that it went up over the million mark. The track itself was left out of the estimation. If that were added, the figure would be greatly increased. Much of the property today is little better than old iron while a large part has been cast into the fire to burn. / The old gravity road did good service for seventy years. The pioneers of the Delaware & Hudson company, made fortunes in the business of anthracite coal, and the old road with its windings and plains [sic; “planes” was intended] was an important item in the building up of the company. It was not up to present day methods, and the spirit of progress was not satisfied with this slow process of transportation. The change meant the confiscation of a large amount of property, but that was resolved upon so that the company might keep up with their competitors who used steam and electricity. There were twenty-eight stationery [sic; “stationary” was intended] engines stopped; some of these are used elsewhere, but most of them are stowed away and will probably be of little value to the company. Many necessary appliances around the stationary engines that cost much to the company, are reduced to scrap iron in a day. There were four thousand, five hundred narrow gauge cars, all rendered useless by the change, and along the line bonfires have been made of them. Each car was valued at \$190, and by this change was reduced to ashes and old iron. Between thirty and forty miles of track, which cost a fortune in construction and material, is now left to rust, rot and ravage. Gangs of men have been employed along the line, gathering together the flotsam and jetsam of this wreck, which will find its way into the junkshops of the country. And last, but not least, there is an incalculable loss to society in the suspension of many skilled hands, whose labor was necessary in running the old gravity road.—Olyphant Record.”

When the Gravity Railroad and Canal were closed in 1898-99, the dumping grounds at Honesdale were done away with, making it necessary to find another location in which to dump coal when the market did not demand the entire amount mined. The new dumping ground was at the north end of the Carbondale Yard on the site that was previously occupied by Anthracite Park. In the May 22, 1899 issue of the *Carbondale Leader*, it was announced that Anthracite Park would be closed, to be replaced by “Big Coal Piles.” Here is that announcement:

**"ANTHRACITE PARK GOING. / Our Race Course Will Soon Give way to Big Coal Piles—Eighth Avenue Crossing.** / The changes which the Delaware and Hudson company are



making or have in contemplation around the city are so many and important as to claim all attention and discussion. The latest one to become generally known is that anticipated in the LEADER some days ago concerning Anthracite park. / This popular resort will soon be a thing of the past and in its place mountains of coal will rise. It is understood that the Traction company have been notified to vacate on or about June 10 and that the railroad company will then again assume possession. The land was rented to the Traction company for an indefinite period and only upon express agreement that it could be re-entered upon at any time the Delaware & Hudson needed it for their business. / That time has now arrived and the spot that has been the scene of many exciting sporting events will soon be transformed into a sober business place. It is to be used for storing coal—a novelty in this section which has known only culm piles. The park will be much missed by all and its absence will make a considerable difference in the life of Simpson. Its demolition will mean the end of horse racing in this city and as the last meet on the track will occur on Memorial day there will doubtless be a big attendance. . ." (*Carbondale Leader*, May 22, 1899, p. 5)

From an article that was published in the *Carbondale Leader* on May 23, 1899, we learn some interesting facts about Anthracite Park. We learn that

- Anthracite Park was laid out by the Carbondale Traction Company in 1894, at a cost of over \$15,000
- Events at Anthracite Park seldom made money because the towering hills along side the park did much to detract from the gate receipts at each event as they provided elected seats for spectators free of charge.
- The early races held at Anthracite Pak under the auspices of the Gentlemen's Driving Club were money makers.
- Excellent baseball games were seen at Anthracite Park in 1895 but the paid admissions only met expenses on a few occasions.

Here is that article:

**"AT THE PARK. / Preparations Being Made by Traction Company to Remove the Fence—Storing Coal.** / Anthracite park which is soon to disappear as an amusement resort was laid out by the Traction company in 1894 at an expense said to be over \$15,000. It was a big city enterprise and much was expected from it. The location was in most respects excellent but the towering hills alongside did much to detract from the gate receipts at each event as they provided elevated seats for spectators free of charge. The park was, therefore, seldom a money maker except in the case of the first races under the auspices of the Gentlemen's Driving club. Excellent baseball games were seen there in 1895 but the paid admissions only met expenses on a few occasions. / The Traction company have had men at work estimating the amount of lumber in the fence which is over a mile long preparatory to taking it down. As the dumping grounds at

Honesdale have been done away with it was necessary to select some other point for the purpose and Anthracite park is the most favorably situated. The company always mine their allotment of coal each year and as the market at times does not demand the entire amount taken out it is necessary to dump a portion till the next busy season ensues. It is probable that one or more steam shovels will be used there for re-loading in the fall." (*Carbondale Leader*, May 23, 1899, p. 6)

On May 30, 1899, Farview Park opened for the season, and the D&H transported more than 2,000 persons to Farview over the Honesdale Branch in about thirty of the old narrow gauge cars that had been widened and fitted with glass fronts to keep out the cinders from the locomotive. The cars departed from and returned to the Seventh Avenue Station. Here is the account of that outing that was published in the *Carbondale Leader* of May 31, 1899:

**“AT FARVIEW /More Than Two Thousand Excursionists on the Mountain.** / The opening of Farview occurred yesterday and the crowd that took advantage of it indicated that this resort has not lost a whit of its popularity. More than 2,000 persons enjoyed the bracing air and beautiful scenery of the summit of the Moosics. / About thirty of the old narrow gauge open cars had been widened and fitted with glass fronts to keep out the cinders from the locomotive [emphasis added]. They took on their human freight at the city station and hundreds had the novel experience of riding to Farview without going up the planes. Some delays were experienced in getting the crowd back to the city and it was 10 o'clock before the last reached here from a pleasant day's outing.” (*Carbondale Leader*, 05-31-1899, p. 5)

On May 31, 1899, the D&H managers adopted a resolution that the seal of the company should consist of the words “The Delaware and Hudson Company” encircling a facsimile of the locomotive *Stourbridge Lion*.

2010

## **June 1899**

On June 2, 1899, the members of the New Century Club picnicked at Farview. On May 29, 1899, the members of the club and invited friends were entertained at the home of Miss Alice Butler, on Canaan Street, where Mrs. C. T. Meaker presented a number of stereopticon views of a trip to Europe. During that presentation, Mrs. L. A. Basset read a description of the trip. Here is the account of the recent activities of the New Century Club that was published in the *Carbondale Leader* of June 2, 1899:

**“NEW CENTURY CLUB. / Concluded Its Meetings for the Year on Monday Last.** / The members of the New Century club are picnicing today at Farview Park. The club concluded its regular

meetings for the year on Monday evening last when the members and invited friends were entertained at the home of Miss Alice Butler on Canaan street. The affair was delightful one and contained several unique and pleasing features. One of these was the presentation of a number of stereopticon views at the hands of Mrs. C. T. Meaker. They represented a trip to Europe and the description accompanying them was read by Mrs. L. A. Bassett.” (*Carbondale Leader*, June 2, 1899, p. 5)

From an article titled “More Changes in the D. & H.” that was published in June 2, 1899 issue of the *Carbondale Leader*, we learn that

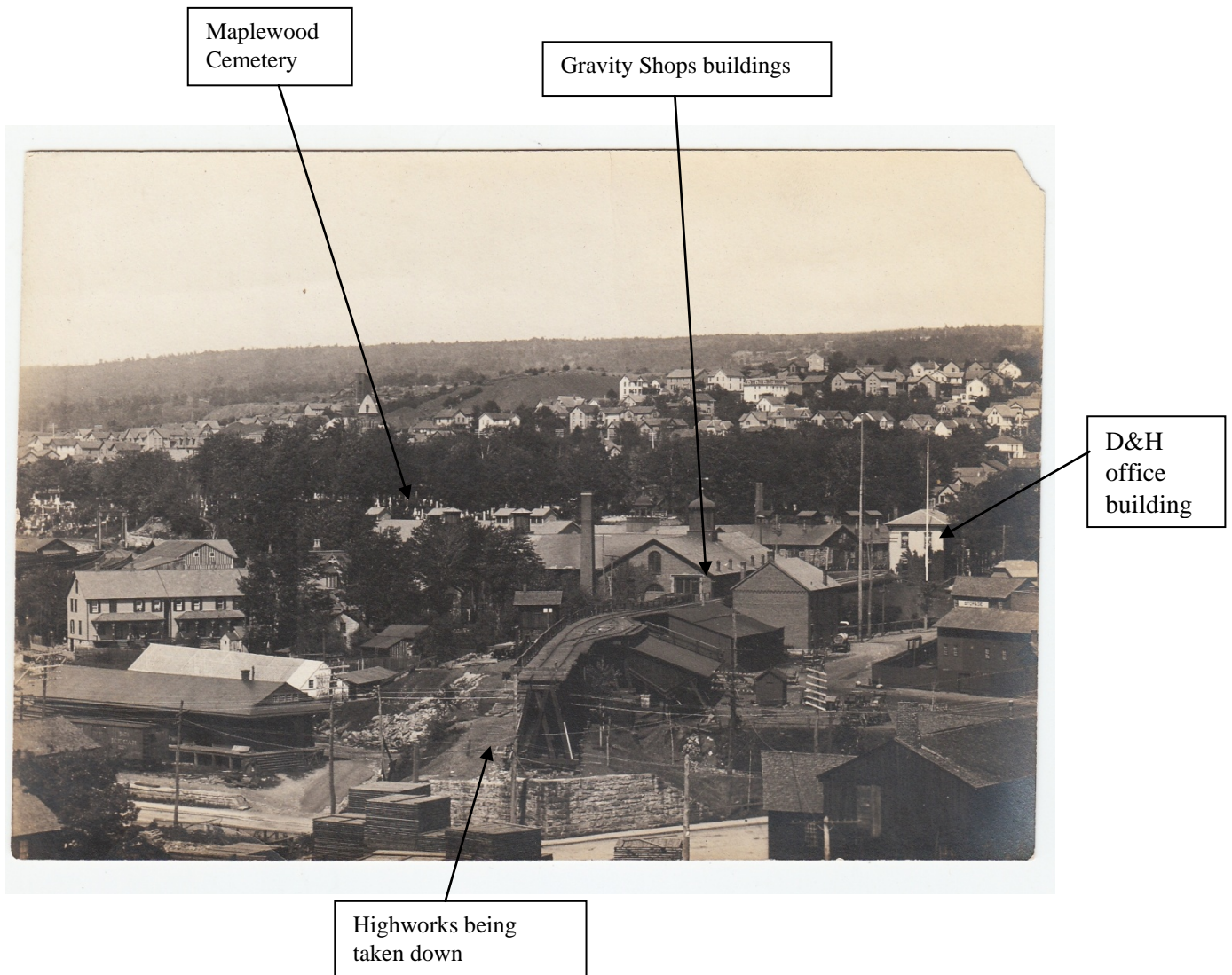
- The Delaware & Hudson carpenters under the supervision of John O. Miles are engaged today (June 2) in taking down the high works bridge over the steam road. The trestling between the bridge and No. 28 head will also be taken down at once.
- When the new and mammoth Coalbrook Breaker on the flats is ready for operation there will be a number of new mine openings from which coal will be fed into it.
- At the Wilson Creek colliery a new inside plane is to be constructed to do away with another needed opening.
- It is confidently asserted by some old and experienced miners that there is still as much below the surface as has been mined.

Here is that article:

**"MORE CHANGES IN THE D. & H. The Highworks Coming Down—A Half Dozen New Mine Openings in the City.** / The Delaware & Hudson carpenters under the supervision of John O. Miles are engaged today in taking down the high works bridge over the steam road. The trestling between the bridge and No. 28 head will also be taken down at once. When the work is finished there will be a very noticeable gap in the business structures of the town. / The changes which the Delaware & Hudson company are making along their railroad lines are scarcely more extensive, however, than those contemplated and in progress in the mine department. The most important of these are now in the vicinity of Coalbrook breaker. When the new and mammoth breaker on the flats is ready for operation there will be a number of new mine openings from which coal will be fed into it. / Along the east side of the knoll above the breaker two new openings have already been made. The opening near the Coughlin property was mentioned in the LEADER some time ago. Several other slopes are to be driven in the immediate vicinity and connected with tracks leading to the new breaker. / A track leading around the knoll from the upper end of the big culm pile is already in position. A short plane will connect the new and old tracks. At the Wilson Creek colliery a new inside plane is to be constructed to do away with another needed opening. The additional air motor recently received is greatly facilitating the work at that point. / The many and big changes should put at rest for years the story that the coal

around Carbondale is nearly exhausted. The company officials show by their actions that they know there are immense beds near here that have not been touched. It is confidently asserted by some old and experienced miners that there is still as much below the surface as has been mined. In conversation with one of these recently he informed a LEADER man that their [sic] need be no fear of a famine in this line for many years to come. / 'This scarce story has been going the rounds ever since I can remember' he said. 'Shortly before the death of the late superintendent Andrew Nicol, I with others was talking to him concerning the coal in the Wilson Creek mine. Some one expressed the belief that it would not last much longer. A little child was passing at the time and Mr. Nicol pointing to the lad said 'when that boy is an old, gray haired man they will still be taking coal from the Wilson Creek bed.' That prophecy will certainly come true as it was given out fully ten years ago and more mining is done there today than was done at that time.' " (*Carbondale Leader*, June 2, 1899, p. 5)

Shown below is a photo in the collection of the Waymart Area Historical Society that was taken when the highworks in Carbondale were being taken down (in June of 1899). The Gravity Shops buildings and one of the D&H office buildings are clearly visible on the right in this very rare photograph.



Farview Park continued to be a very popular destination for excursions, as we learn from the following article that was published in the *Carbondale Leader*, June 6, 1899, p. 5:

## FARVIEW'S POPULARITY.

Many Bookings for That Beautiful  
Mountain Resort—Other Excur-  
sions of the Season.

Farview's popularity as a resort for excursionists has not been lessened by the partial change of motive power, in the least, recent bookings showing that its superiority as a mountain and exceptionally fine picnic resort is generally appreciated. The latest bookings are:

Tuesday, June 20—A. O. H. of Lackawanna valley.

Tuesday, June 27—First German Presbyterian church of Scranton.

Tuesday, July 4—Delaware & Hudson company.

Saturday, July 15—A. O. H. of Bellevue.

Monday, July 17—Amarauth club of this city.

Tuesday, July 18—Scranton Liederkranz.

Wednesday, July 19—A. O. H., Port Jervis, arrive at Honesdale 9.45.

Saturday, July 22—I. O. O. F. of Wayne and Lackawanna counties.

Monday, July 24—A. O. H. of Archbald.

Wednesday, July 26—St. Lawrence Catholic church.

Saturday, August 5—Continental Mine Fund of Scranton.

Saturday, August 12—Rev. P. J. Murphy, of Olyphant.

Among the excursions booked for other points is that of the Knights of Pythias societies of Olyphant and Carbondale and many others to Lake Ariel and other points in conjunction with other railroads.

By early June 1899, it became clear, to the great relief of the residents of the Waymart area, that the steam line would pass through Waymart. In addition, it was said that a brick manufactory, headed up by D. W. Humphrey and J. W. Dimock of Carbondale, would be established in the South Canaan area. The quality of the clay in that area was said to be excellent and it was said that Humphrey and Dimock would produce 20,000 bricks a day, all of which would be sent to market via the new route of the D&H through that area. In the *Carbondale Leader* of June 6, 1899, we read the following about the proposed D&H steam line route through the South Canaan and Waymart area:

**“MAKING BRICK IN CANAAN. / A Proposed Industry That Will Mean Much For That Section—To Push the Project.** / The prospects are that work on the new line of the Honesdale branch from Farview down to Waymart will be soon commenced; although some are of the belief that, owing to the lapsing of the options on the Waymart properties, it will never be consummated. The notes of the work done by the Albany surveyors last summer are now in the hands of the officials at headquarters together with the completed drawings and the exact location of the new tracks only remains to be decided. / The matter is one of much importance to this city as well as Waymart and Honesdale and the sight of workmen engaged on the new route will be a welcome one to all in this section. The completion of the proposed line will mean at least one new industry for the vicinity of Waymart and one that will be of much profit to the D. & H. from the freight business it would entail. / We refer to the proposed manufactory of brick which has before been touched upon in the LEADER. Messrs. D. W. Humphrey and J. W. Dimock of this city are the ones at the head of the project. In view of the expected construction of the new road they were in Canaan last week and closed the options by which they will secure control of the beds of clay on the Swackhammer and other properties. / This clay is of the finest kind for brick making and excels anything in this region. Should their present plans become feasible they will soon put in machinery there for turning out building brick at the rate of 20,000 per day. The beds lie near the route of the new road and switching facilities could easily be had. There is enough call through the Wyoming and Lackawanna valleys alone to take all the bricks they can produce and the outlook for the industry is a most promising one.” (*Carbondale Leader*, June 6, 1899, p. 6)

In mid-June 1899, it was rumored that great changes were to be made in the Delaware & Hudson yard in Carbondale. It was said that the entire yard system would be remodeled and ultimately the two sidings now at Seventh avenue continued to the Lookout on the south and to the upper yard on the north. That rumor is the subject of the following article that was published in the *Carbondale Leader* on June 12, 1889:

**“RAILROAD RUMOR. / Wall Street Journal Says the Tide Water Connection Is Assured.** / In railroad circles it is said that great changes are to be made in the Delaware & Hudson railroad yard and in confirmation of the report a large gang of men were seen at work just below



Coalbrook breaker, laying new sidings and switches. The entire yard system is to be remodeled and ultimately the two sidings now at Seventh avenue will be continued to the Lookout on the south and to the upper yard on the north. / The following from an editorial in the Wall Street Journal has occasioned quite a stir: / 'It is said that work on the new railroad line from Carbondale to Waymart and Honesdale will soon be commenced. The route was surveyed by Delaware and Hudson engineers some months ago and the Delaware & Hudson people have secured options on all the land needed.' / Comment on it is useless as everyone has followed the movements in local railroad circles closely since the abandonment of part of the Gravity system January first. The superiority of this route to tidewater over others is well known and if it is chosen will mean a great boom for this city. / Some think that the changes and enlarging of storage facilities in the yard have something to do with the new branch but authoritatively other than the item in the Wall Street Journal nothing can be learned." (*Carbondale Leader*, June 12, 1899, p. 5)

On June 13, 1899, the day on which the D&H Canal between Honesdale and Rondout was sold, the D&H recommended the retirement of L. O. Rose, superintendent of the canal and an employee of between thirty-five and forty years' service, upon a pension of \$150 a month. This is the earliest known instance in which in express terms the D&H granted a pension to one of its employees. In *Century of Progress*, we read:

"... President Olyphant, on June 13, 1899, recommended the retirement of L. O. Rose, superintendent of the canal and an employee of between thirty-five and forty years' service, upon a pension of \$150 per month, and this recommendation was carried out. This is the earliest known instance in which, in express terms, the company granted a pension to one of its employees. The canal between Honesdale and Rondout, was sold on the same day." (*COP*, p. 317)

On June 20, 1899, Conductor Hubbard's afternoon train on the Gravity, on rounding a sharp curve, some two miles above Honesdale, dashed through a tree that had fallen on the tracks, cutting off the branches on both rails, and passing with safety. Remarkably, no one was hurt. Here is the report on the incident that was published in the *Honesdale Citizen* and reprinted in the *Carbondale Leader* of June 22, 1899:

**"TREE ON THE TRACK. / The Obstruction Encountered by a Train on the 'Gravity.'** / On Tuesday, conductor Hubbard's afternoon train, on the Gravity, on rounding a sharp curve, some two miles above Honesdale, found its right of way disputed by a large beech tree which had been blown down and lay with its upper end obliquely across the track, with its branches pointing in the direction in which the train was moving. There was not time enough to check the speed of the train, and it dashed through the obstruction, cutting off the branches on both rails, and passing with safety. Some of the passengers, on seeing the tree, were naturally filled with alarm, as it looked as if the train would certainly be ditched; but the providence that watches over the old 'Gravity' prevailed.--*Honesdale Citizen*." (*Carbondale Leader*, June 22, 1899, p. 5)

During the third week of June, 1899, Foreman Philip Ryan and his men connected the rails of the Erie Railroad and the Delaware and Hudson Company at Honesdale. This highly important joining of the D&H and the Erie rails at Honesdale is the subject of the following article that was published in *The Wayne Independent* and reprinted in the *Carbondale Leader* of June 24, 1899:

**"JOINING THE TRACKS. / The Connecting Line Between D. & H. and Erie at Honesdale.** / The rails arrived at this place [Honesdale] which are to be used to connect the Erie and the Delaware and Hudson roads. Excursions will be run to Honesdale and Farview during the summer from all points on the New York and Delaware divisions and also from New York city. As soon as the locomotive road is completed over or under the Moosic mountain, more coal will be run through Honesdale to the seaboard and the eastern markets than ever before. Foreman Philip Ryan and his men and now engaged on the work of connecting the two roads.—*Wayne Independent.*" (*Carbondale Leader*, June 24, 1899, p. 2)

The story of the joining of the D&H rails and the Erie rails at Honesdale was picked up by *The New-York Times* and published in their June 30, 1899 edition. From that *New-York Times* article we learn that on June 29, 1899, D&H President Olyphant and Vice-President Young traveled from New York to Honesdale and were the first to ride over the joined section of the two roads. At that time they announced that a union station for the two companies will be built in Honesdale immediately, and that the Delaware and Hudson coal will be run to tidewater via the Erie Road. From that same article we learn that the D&H road between Honesdale and Waymart will be straightened and that Shepherd's Crook will be displaced by a switchback. Here is that article from *The New-York Times*:

**"NEWS OF THE RAILROADS. / ROADS MAKE AN AGREEMENT. / Erie and Delaware and Hudson form a Coal Traffic Agreement. / HONESDALE, Penn., June 29.**—The Erie and the Delaware and Hudson Companies have reached a working agreement. The Delaware and Hudson will begin immediately to build a road over the Moosic Mountains from Waymart to Carbondale. The Erie and the Delaware and Hudson were joined at Honesdale this week, and to-day President Olyphant and Vice President Young came from New York via the Erie, and were the first to ride over the joined section of the two roads. / They announced that a union station for the two companies will be built in Honesdale immediately, and that the Delaware and Hudson coal will be run to tidewater via the Erie Road. / The road between Honesdale and Waymart will be straightened and Shepherd's Crook will be displaced by a switchback. The grade from Carbondale to Farview is about fifty feet to the mile. Vice President Young could give no information as to the future of the abandoned Delaware and Hudson Canal. He stated that it had passed entirely out of the hands of the company, and so far as he knew nothing would be done with it." (*The New York Times*, June 30, 1899)

With the Erie and the D&H tracks joined in Honesdale, and a Union Station in Honesdale, through service to New York without changing trains in Honesdale was now possible. Before this time, the Erie passenger station was in Texas Township, south of the Honesdale borough

limits, and rail passengers for New York had to walk or take a horse-drawn coach from the D&H end of the line in the Borough of Honesdale to Texas Township and the Erie station there. With a Union Station in Honesdale, the existing D&H passenger and freight station there became solely a freight station. With the D&H and the Erie tracks joined in Honesdale, the D&H would take their own and the Erie's coal from the Lackawanna Valley to Honesdale, and the Erie would take it from there to tidewater.

On June 29, 1899, D&H President R. M. Olyphant and D&H Vice President H. G. Young passed through Carbondale on their annual tour of inspection of the D&H. They came over the Erie to Honesdale and thence by the Honesdale Branch to Carbondale and then on to Scranton by the Valley Road, arriving at Scranton late in the afternoon, and stopping at the Hotel Jermyn there. Here is the report on that tour of inspection that was published in the *Carbondale Leader* of June 30, 1899:

**"D. & H. OFFICIALS' ANNUAL TOUR / Statement of Vice President Young at Scranton—Associated Press Despatch and an Article from Wall Street Journal. /** R. M. Olyphant, of New York, and H. G. Young, of Albany, president and vice president respectively of the Delaware & Hudson company passed through this city yesterday on their annual tour of inspection going immediately to Scranton where they stopped at Hotel Jermyn. / They came over the Erie to Honesdale and thence by the gravity to this city and on to Scranton, arriving there late in the afternoon. Today they will inspect the company property and, this evening, proceed on their way to Albany, making inspections as they go along and consulting with the various division officers. / Superintendent C. R. Manville, C. C. Rose, head of the coal department, and J. H. Torrey, the company's local legal representative, conferred with them at the Jermyn last evening. / To a reporter Mr. Young said the visit had no special significance, being the customary annual trip of the president and vice president over the company's various lines. / DOES NOT KNOW. / Asked concerning the probability of a railroad being constructed along the bed of the canal, Mr. Young said: 'You know as much about it as we do. We sold the canal at a good price and the purchaser not vouchsafing any information as to what he intended to do with it, we thought it was not our place to ask.' / The Wall Street Journal of yesterday contained the following: / 'The Delaware and Hudson Railroad company is said to be able to deliver coal at Albany or tidewater since the abandonment of the canal at Rondout at an actual saving of 45 cents per ton to the company. This saving comes from changing their old methods to modern ones and the economy of handling from cars to boat and boat back to car or docks. This great saving per ton will show in the aggregate very handsome net returns to the road. / We hear that arrangements are being made for a trip of inspection over the Delaware & Hudson railroads by the Vanderbilts and their representatives. Although the Vanderbilts are large owners of Delaware & Hudson, this trip is looked upon as of special significance at this particular time. It is thought also to be the basis, in a measure, of some of the recent large buying of Delaware & Hudson stock by houses with good Vanderbilt information. / Mr. Young read the article, and when

questioned concerning it, said: "As much of it as relates to the saving resulting from the abandonment of the canal is true, but the latter part of it, dealing with the proposed trip of the Vanderbilts, conveys an intimation that is a pure manufacture. It is a clear case of someone having nothing to write and writing it.' ROAD OVER THE MOUNTAIN. / The following story was sent out last night by the Associated Press: / Honesdale, June 29—The Erie and Delaware and Hudson companies have reached a working agreement. The Delaware and Hudson will begin immediately to build a steam road over the Moosic mountains from Waymart to Carbondale. The Erie and Delaware and Hudson roads were joined at Honesdale this week and today president Olyphant and vice president young came from New York via the Erie and were the first to ride of the joined section of the two roads. / They announced that a union station will be built in Honesdale immediately and the Delaware & Hudson coal will be run to tidewater via the Erie road. The road between Honesdale and Waymart will be straightened and Shepherd's Crook will be displaced by a switchback. The grade from Carbondale to Farview is about fifty feet to the mile. / Vice president Young could give no information as to the future of the abandoned Delaware & Hudson canal. He stated that it had passed entirely out of the hands of the company and in his opinion nothing would be done with it." (*Carbondale Leader*, June 30, 1899, p. 2)

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## July 1899

In the July 3, 1899 issue of the *Carbondale Leader*, the D&H announced a "grand gala day at [Farview Park] the most attractive excursion in Pennsylvania." Tickets at very low rates of fare, good on special and regular trains on July 4 were available from all D&H stations. The musical program to be rendered by Bauer's Band of Scranton was included in the announcement. In the *Carbondale Leader* of July 3, 1899, we read:

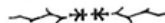
**"July 4th Excursion to Farview, via Delaware & Hudson R. R.** / Grand gala day at the most attractive excursion resort in Pennsylvania. / Unequaled attractions too numerous to particularize. / Game of baseball called at 2:30 p. m. between two very popular local clubs. / Refreshments served by Hanley of Scranton. / The following program will be rendered by Bauer's band of Scranton. / March –'Olympia Hippodrome' . . . Alexander / Overture –'The Beautiful Galatea' . . . Suppe / Selection—'A Runaway Girl' . . . Caryee / The Dawn of Love (Morceau Caracteristique). . . Bendix / Medley—'The Chicken Brigade' . . . Johnson / Selection—'The Bartered Bride' . . . Smetana / 'Whispering Flowers' . . . F. V. Blon / Overture—'Maritana' . . . Wallace / March—'Hands Across the Sea' . . . Sousa / 'Star-Spangled Banner' / The D. & H. will sell tickets at very low rates of fare from all stations, good on special and regular trains July 4." (*Carbondale Leader*, July 3, 1899, p. 2)

Excursions on Honesdale Branch:

# FARVIEW \* PARK.



The Mountain Top—————  
—————Excursion Resort.



ON THE LINE OF THE  
DELAWARE AND—  
HUDSON RAILROAD.

(HONESDALE BRANCH.)



EXCURSION RATES, ETC.

J. W. BURDICK,

Gen'l Passenger Agent,

ALBANY, N. Y.


H. W. CROSS,

Dist. Passenger Agent,

SCRANTON, PA.

C. R. MANVILLE, Supt., CARBONDALE, PA.

## FARVIEW PARK



On the Summit of the Moosic Mountains, 2,000 feet above sea level, the finest pleasure and picnic resort in Pennsylvania, is situated about midway between Carbondale and Honesdale, on the line of the old Gravity Railroad.

The grounds and location are unrivalled for family parties, Church, Sunday School and Society Excursions. They have been fitted up by the Delaware & Hudson R. R. with every convenience of a first-class day resort. The grounds, observatories, buildings, walks and drives are free to all patrons, while the charm of marvelous mountain-top views in all directions, and the invariably comfortable temperature in the hottest weather, cannot fail to be appreciated. Special low fare excursion tickets for family and other small picnic parties are on sale at all stations between Carbondale and Wilkes-Barre, inclusive.

Applications to the undersigned for excursion dates, rates, etc., or any other information, will receive prompt attention.

H. W. CROSS,  
District Passenger Agent,  
OFFICE, D. & H. STATION, SCRANTON PA.

# EXCURSION RATES TO FARVIEW.

SPECIAL TRAIN FOR 200 OR OVER.		50 to 99 persons.	100 to 149 persons.	150 to 199 persons.	200 to 249 persons.	250 to 299 persons.	300 to 349 persons.	350 to 399 persons.	400 to 449 persons.	450 to 499 persons.	500 or more persons.
Honesdale.	Adults.....	\$0.50	\$0.35	\$0.35	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	\$0.25
Carbondale,	".....	.30	.30	.25	.25	.25	.25	.25	.25	.25	.25
Mayfield,	".....	.50	.40	.35	.35	.30	.30	.30	.30	.30	.30
Jermyn,	".....	.50	.40	.35	.35	.30	.30	.30	.30	.30	.30
Archbald,	".....	.55	.45	.40	.35	.35	.35	.35	.35	.35	.30
Winton,	".....	.55	.45	.40	.35	.35	.35	.35	.35	.35	.30
Peckville,	".....	.55	.45	.40	.35	.35	.35	.35	.35	.35	.30
Olyphant,	".....	.65	.55	.55	.50	.45	.40	.35	.35	.35	.35
Dickson,	".....	.65	.55	.55	.50	.45	.40	.35	.35	.35	.35
Providence,	".....	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Green Ridge,	".....	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Scranton,	".....	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Steel Works,	".....	.75	.60	.57	.54	.51	.48	.46	.44	.42	.40
Minooka,	".....	.90	.70	.70	.65	.65	.60	.60	.55	.50	.45
Moosic,	".....	.90	.70	.70	.65	.65	.60	.60	.55	.50	.45
Avoca,	".....	.90	.70	.70	.65	.65	.60	.60	.55	.50	.45
Pittston,	".....	.90	.70	.70	.65	.65	.60	.60	.55	.50	.45
Yatesville,	".....	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Laflin,	".....	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Hudson,	".....	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Miners Mills,	".....	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Parsons,	".....	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55
Wilkes Barre,	".....	1.00	.80	.80	.75	.75	.70	.70	.65	.60	.55

Children between the ages of 5 and 12 years, half of above rates—minimum 25 cents (exception Carbondale—20 cents).  
Rates made for parties of five or more travelling together, to Farview and return: Honesdale, 50 cents; Jermyn, 60 cents; Archbald, 65 cents; Peckville, 75 cents; Olyphant, 80 cents; Dickson, 90 cents; Providence, \$1.00; Green Ridge, \$1.00; Scranton, \$1.00; Pittston, \$1.25; Wilkes-Barre, \$1.50.

Excursion round-trip rates, Honesdale to Farview, for 50-99 persons, \$.50; for 500 persons or more, \$.25.



A substantial summary article about the Gravity Railroad / Honesdale Branch, from the time of the proposed abandonment of the Gravity Railroad up to the present and on into the future, was published in the *New York Sun* on Sunday, July 2, 1899. A review of that article was published in the Carbondale *Evening Leader*, July 5, 1899, p. 6. Here is that article from the *Evening Leader*:

**“FUTURE OF THE BRANCH. / New York Sun Reviews the Gravity Railroad Question—Mountain Steam Road an Assured Thing.** / The *New York Sun* of last Sunday reviews the features of the operations of the Delaware & Hudson company with regard to the gravity railroad from the time of the proposed abandonment to the present and tells of the plans concerning the future of the road as follows: / The Delaware & Hudson Railroad company has made public the chief features of its plans concerning the future of the former gravity railroad between Carbondale and Honesdale. It has been apparent for six months to residents along the line of the road that the entire abandonment of the gravity system was only a question of time dependent upon the determination of the most feasible route for a locomotive road over the Moosic mountains. Consternation ruled for a time when in November last, the company announced that until further notice the canal between Honesdale and Rondout and the gravity road would be abandoned. Delaware & Hudson stock began to drop, and continued to drop until the announcement was posted [that] after Jan. 1899, the passenger and freight traffic over the gravity would be continued. / It was rumored that a traffic arrangement between the Erie and the Delaware & Hudson had been made whereby the former road was to take the Delaware & Hudson coal at Honesdale and haul it from there to tide water. At the same time the Delaware & Hudson was to widen the tracks of the gravity road to standard gauge, thereby obviating the necessity of unloading and reloading at Honesdale. The gravity track was made standard gauge during the winter. The westbound or ‘light’ track between Honesdale and Waymart, with its five inclined planes, was abandoned, the engines being dismantled and the tracks torn up. The same thing happened to the eastbound or ‘loaded’ track between Carbondale and Farview. Under the temporary arrangement trains from Honesdale are hauled by locomotive over the ‘ten-mile level’ to Waymart, and from that village are hauled over the planes to Farview and from thence to Carbondale, as formerly, by their own gravity. Returning from Carbondale the trains are hauled by locomotive to Farview and let down the incline to Waymart and then run by gravity to Honesdale. / According to the announcement now made by the Delaware & Hudson officials, the planes between Waymart and Farview will be done away with. A route has been found whereby an easy grade may be made up the mountain. The new route will leave Waymart somewhat off the line, as just before the track enters that borough from Honesdale it will take a turn to the left and run nearly south for two miles to a place in South Canaan township locally known as ‘Swackhammer’s.’ Then it will turn to the northwest, and, by easy stages, climb the mountain to Farview. The present ‘shepherd’s crook’ route from Farview to Carbondale will be abandoned. A new route with a grade of only fifty feet to the mile has been staked between these two points. By the adoption of the Swackhammer route the distance from Waymart to Farview practically has been doubled, but this will increase the distance between Honesdale and the top of the mountain but little, owing to a saving of some two miles between Honesdale and Waymart

through the straightening of the track. / Very radical changes in the company's works are being made at Honesdale. The coal docks for loading canal boats have been razed and the canal basin is being filled in gradually to make yard room. Connection has been made with the Erie just at the outskirts of the village, and a union station will doubtless be erected at once. A union station is an institution for which Honesdale merchants and manufacturers have been petitioning the two railroads for two decades. Until the recent 'era of good feeling' between the roads set in these petitions were all filled [perhaps 'filed' was intended] for future reference. Their days of usefulness being over, the coal dumps at Honesdale will be allowed to go to decay as soon as the coal now in storage on them has been shipped to market. These dumps, until a few years ago, were an attraction of decided interest to the visitor, for half a million or more tons of coal were frequently to be seen in the piles. / It is the present intention of the interested railroads that the Delaware and Hudson shall haul its own and the Erie's coal from the Lackawanna valley to Honesdale and there transfer it to the Erie. This will reduce the distance the Erie has been obliged to haul its coal between sixty and seventy-five miles, its coal at present going north over the Jefferson branch to Susquehanna and then connecting with the main line. By adopting the Honesdale-Carbondale route for its through traffic the time between New York and Buffalo could be reduced by one hour at least; sixty minutes means something in the awarding of mail contracts. An Erie passenger train between New York and Carbondale, by way of Honesdale will probably be in service before winter. / Work on the new road is being pushed to completion as rapidly as may be. All the preliminary work is completed, and the actual physical labor is well under way. Gangs of laborers are at work all along the route, filling in here and making cuts there, and before snow flies, if nothing unforeseen occurs, the Delaware and Hudson gravity railroad will have passed into history. / With the passing of the 'gravity' one of the oldest and at the same time most unique bits of railroad engineering in the country goes out of existence. Built away [sic] back in the later twenties, it was intended as a feeder for the Delaware and Hudson canal and as such had a long career of usefulness. In these later days of hurry, however, the canal became too slow to compete successfully with the steam railroad, with the natural result that decreasing business forced it to go dry. The gravity road suffered at the same time, and the inauguration of more modern methods became imperative, hence the abandonment in its entirety of the gravity system. / To the traveller on the old gravity it had an indefinable charm. Gliding along on an excellent roadbed the little train of cars dashed hither and yon, seemingly without any means of locomotion, by pleasant fields and meadows, through little patches of woodland, circling the great horseshoe curves at the foot of towering precipices, or clinging to a slender foothold on the side of the mountain while hundreds of feet below one looked down into the tops of magnificent pine and spruce trees." (*Evening Leader*, July 5, 1899, p. 6)

Among the first class excursion outings on the D&H calendar for July 1899 at Farview Park was the one hosted by the Amaranth club of Carbondale on Monday, July 17. A special feature of this outing was a balloon ascension by Professor A. Randolph Parry of Rochester. The famous Mozart Band of Carbondale furnished music for dancing, and a baseball game between

Honesdale and Carbondale, for a purse of \$25, took place in the afternoon. Here is the announcement of the Amaranth outing a Farview Park that was published in the *Carbondale Leader* of July 12, 1899:

*Carbondale Leader*, July 12, 1899, p. 8:

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**Prof. A. Randolph Parry,**  
of Rochester, will make a  
**Balloon** ::= **Ascension**  
—AT—  
**FARVIEW**  
—ON—  
**Monday, July 17th**  
UNDER THE AUSPICES OF THE  
**AMARANTH CLUB.**  
The Mozart Band will furnish Music for Dancing  
Refreshments of all kinds will be furnished by  
M. J. Kelly, of Scranton.

---

**Baseball Game**  
For a Purse of \$25.00, between Honesdale  
and Carbondale.

During the day, the Black Diamond Double  
Quartet of Scranton, will render some of the  
Latest Vocal and Instrumental Music.

Take a Day Off and Enjoy Yourself.

**Monday, July 17, at Farview.**  
**DANCING FREE.**

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Here is a promotional article about the Amaranth outing at Farview Park that was published in the *Carbondale Leader* of July 13, 1899. In this article, we read of a band concert, to be given by the Mozart Band from the Mozart's balcony on South Main Street. Was this concert a promotional event that took place early in the day before the excursionists departed for Farview? Very possibly. Whatever the case, the program for the concert is given in the following promotional article about the outing to Farview Park hosted by the Amaranths:

**“AMARANTHS AT FARVIEW. / How That Progressive Society Will Entertain Their Guests.** / Professor A. Randolph Parry of Rochester will make a balloon ascension at Farview on Monday, July 17<sup>th</sup>. The Amaranth club, under whose auspices the excursion will be ruin, have secured excellent entertainment for an all-day outing at the favorite resort. The famous Mozart band will furnish music for dancing, which will be free. A Baseball game between Honesdale and Carbondale for a purse of \$25.00 will take place in the afternoon. Go along and enjoy yourself for one day. / **BAND CONCERT.** / The program for the band concert which will be given from their balcony on South Main street by the Mozarts is as follows: ‘Star Spangled Banner’ / March, ‘Carsais Triumphant’...Mitchell. / Medley overture, ‘A Cluster of Peaches’...Beyer. / March, ‘Hands Across the Sea’...Sousa. / Selection, ‘Wizard of the Nile’...Herbert. / Waltz, ‘I See Thee Again’...Esthada. / Selection, ‘Operatic Reminiscences’...Lamberdin. / March, ‘Oriental Commandery’...Althouse. / Overture, ‘Polyphone’...Pettu. / ‘America.’ (*Carbondale Leader*, July 13, 1899, p. 5)

Two very important structural features of the new roadbed of the Honesdale Branch, “to better meet the requirements of the new form of motive power” on the Honesdale Branch, were announced in an article that was published in the July 14, 1899 issue of the *Carbondale Leader*. Those two new features are:

1. At Shepherd's crook a switch-back will be constructed, to replace Shepherd's Crook
2. A standard-gauge rail line will be constructed down the mountain, between Farview and Waymart, the rail line to take a southeasterly course as it does so.

Here is that article:

**“ROUTE FIXED. / In the New Route Over the Mountain There Will Be a Switchback at Shepherd's Crook.** / It was given out yesterday afternoon by those who claim to have been informed on high authority that the railroad route between this city and Honesdale has been fixed to better meet the requirements of the new form of motive power. / At Shepherd's crook a switch-back will be constructed and from Farview the road will take a southeasterly course and wind down the mountain side to Waymart. The distance from Farview to Waymart is less than two miles, but the new track between these points will be seven miles long, in order to get easy grade. / Local owners of the prospective brick industry to be established below Waymart are

much elated over the fact that the road will run near their lands. / Whether this means an abandonment of the tunnel project cannot be said. The engineers' figures regarding the underground road have been considered by the officials." (*Carbondale Leader*, July 14, 1899, p. 5)

The outing of the Amaranths at Farview on July 17, 1899 was a huge success. Twenty carloads of excursionists visited Farview Park that day. Here is the report on the outing that was published in the *Carbondale Leader* of July 17, 1899:

**"AMARANTHS AT FARVIEW. / Twenty Car Loads Entertained Today by That Organization.** / The Amaranth social club accompanied by the Mozart band and their friends spent a very pleasant day at Farview. Although the threatening skies kept many from going in the morning the clearer aspects of the afternoon was encouraging and many left on the 1:30 and the 3:09 o'clock trains. A balloon ascension, two baseball games and the Mozart's music for dancing proved irresistible for the excursionists and fully twenty carloads in all visited the mountain resort, making the event one of the most successful run so far this season." (*Carbondale Leader*, July 17, 1899, p. 5)

The closing of the Gravity Railroad negatively impacted the miners at the D&H colliery in Jermyn, in that they have not been able to work full time due to a scarcity of railroad cars. In the *Carbondale Leader* of July 17, 1899 we read:

**"TROUBLES OF THE MINERS. How the Demolition of the Gravity Affects Those in Jermyn—Another Danger Threatened.** / JERMYN, July 17. / The Delaware & Hudson colliery which was ordered on three quarters time on Tuesday last has not been able to work more than half time and on Saturday could only work a quarter on account of scarcity of railroad cars. The abolition of the Gravity road has so far been detrimental to the miners' interest as while the Delaware Lackawanna & Western collieries for some time have been working full time and the Ontario & Western collieries nine hours time, it is only with the greatest difficulty that the local D. & H. colliery can get big cars sufficient to ship a half day's coal. / There is a rumor here among some of the Delaware and Hudson employes that there is a possibility that the White Oak breaker may not be re-built but that the coal, much of which is taken from a drift high up on the mountain, may be brought here and put through this breaker. It is feared such an arrangement would be detrimental to the miners here as the colliery is already so congested with men that on a three-quarters day they get little more than half coal, and the bringing of coal from Archbald would evidently make it worse. Of course the whole thing is but a rumor and it is possible the officials have not yet decided what they will do." (*Carbondale Leader*, July 17, 1899, p. 5)

Unpleasant weather, we learn from an article in the July 20, 1899 issue of the *Carbondale Leader*, kept many away from the Trinity congregation and Sunday School picnic at Farview on July 20. In spite of the unpleasant weather, however, about fifteen car loads of excursionists went to Farview Park that day:

**“At Farview.** / The unpleasant weather kept many away from Farview today where Trinity congregation and Sunday school were picnicking. About five car loads went up with the Mozart band on the ten o’clock train and the eleven and one-thirty trains carried nearly as many more.” (*Carbondale Leader*, July 20, 1899, p. 5)

It was clear to D&H railroad men in Carbondale, in late July 1899, that “some great changes are under way [with the D&H] and when they are fully developed will mean much for this city”. From the article about those changes that was published in the July 20, 1899 issue of the *Carbondale Leader*, we learn a great deal about those changes which, it is important to remember, are chronicled/recorded only in the newspapers published at the time, and nowhere else. From that article we learn that:

- It probably won’t be long before Erie trains are run through Carbondale to Honesdale and on to New York
- The “Windsor grade” on the Lackawanna and Susquehanna to Nineveh is being removed.
- A quantity of D&H construction equipment is now seen in the vicinity of Carbondale (two stationary engines placed upon flat cars, the engines powered by steam from the locomotive accompanying the cars, these engines will operate derricks or steam shovels (see the article below titled “THE PASSING OF THE PARK”); flat cars with sheet iron plates extending from one car to another to make the tops of the cars one continuous surface, these to be used for carrying earth and they will be unloaded expeditiously by means of a plow which is passed over the top of the car and throws the earth to one side). Some of this construction equipment was probably brought to the Carbondale area to be used in installing the new switchback at Shepherd’s Crook or in the construction of the South Canaan Loop from Farview to Waymart.
- Eighteen of the sixty freight engines formerly running on the Albany & Susquehanna division of the Delaware & Hudson railroad have been laid off recently owing, the railroad men say, to the fact that the division is replacing the light engines heretofore used on the division, with the massive locomotive known as the ‘culm burner’.
- Six culm burners, which are only used for hauling heavy freight, are now in service on the Susquehanna Division. These culm burners can haul about sixty freight cars loaded to their full capacity, which is so much in excess of the old style light weight engine that the services of the engineers who have been laid off will no longer be required, because the new engines necessitate fewer trains.

- No firemen, brakemen or conductors have as yet been laid off/terminated on the Susquehanna Division because of the arrival of the culm burners.
- Superintendent Hammond is endeavoring to find positions for the men who have been terminated on other roads.
- The 'culm burners' that will be put on in September 1899 will come from the Schenectady Locomotive works and will be quite similar to the ones already at work. In addition to them there will also be installed three 'pushers' for mountain work, thus enabling the Susquehanna division to do away entirely with the three remaining light weight engines on their tracks.
- The saving effected by the heavy engines is threefold: (1) Fewer train crews are required, (2) a grade of coal about one-half cheaper than that heretofore used is available, and (3) there is saving in time required to haul the freight from point to point.
- On the old style engine the coal used is known as 'lump' coal, while the culm burners will satisfactorily do their work with pea or buckwheat, which is known by the dealers as 'wash' coal.
- Wrought scrap iron is now selling at very good prices and this is an ideal time to replace light engines with heavy engines.
- Heavy five-inch rails have been laid along the main tracks and the old steel rails that were torn up are now being laid in the yards along the line. To make room for them the old iron rails that have done service in the yards are being torn up and sold as old iron. This changing of rails is undoubtedly due to the price at present commanded by old iron.
- Another movement which shows the tendency toward heavier rolling stock is the replacing of the fifteen-ton or 30,000 pounds capacity freight cars with others that will carry as high as 60,000 pounds.

Here is that remarkable, fact-filled article from the *Carbondale Leader*:

**"BIG CHANGES ARE COMING. / The End Not Yet in Sight But a Revolution Is Under Way on the D. & H. /** Railroad men in this city while they do not know the exact plans of the Delaware & Hudson for the future all agree in saying that some great changes are under way and when they are fully developed will mean much for this city. The belief is gaining ground daily that it will not be long before Erie trains are run through this city to Honesdale and on to New York. / Considerable work is being done on the Albany & Susquehanna division and Nineveh branch. When the Windsor grade is removed the running of trains to Nineveh will be much different from the present hard pull and will work some train changes. The company now have a quantity of their construction apparatus in this vicinity—to be used probably on the Honesdale branch. In part it consists of two stationary engines placed upon flat cars and which can thus be readily moved to any point desired. They are worked by steam supplied from the locomotive accompanying the cars. These will operate derricks or steam shovels. Flat cars will be used for carrying earth and they will be unloaded expeditiously by means of a plow which is passed over



the top of the car and throws the earth to one side. Sheet iron plates extending from one car to another make the tops of the cars one continuous surface. / The apparatus is now being used in the work of drilling Anthracite park for the storage of coal there. / MEN LAID OFF. / Eighteen of the sixty freight engines formerly running on the Albany & Susquehanna division of the Delaware & Hudson railroad have been laid off recently owing, the railroad men say, to the fact that the division is replacing the light engines heretofore used on the division, with the massive locomotive known as the 'culm burner'. These ponderous engines are used only for hauling freight traffic and that their adoption has been the cause of the laying off of the engineers is attested by the fact that only the freight engineers have been thinned out. / Six of the new style engines are already running on the division. Their capacity for hauling is about sixty freight cars loaded to their full capacity, which is so much in excess of the old style light weight engine that the services of the engineers who have been layed off will no longer be required, because the new engines necessitate fewer trains. No firemen, brakemen or conductors have as yet been told that they could take vacations for an indefinite time and developments in this direction are awaited with much interest. That the road is interested in the men that have virtually been dismissed, and that the action would not have been taken unless the welfare of the road demanded it is shown by the fact that superintendent Hammond is endeavoring to find positions for the men on other roads. Already he has secured places for eight of the men, and it is said, on what is apparently good authority, that he had assurances from the Baltimore & Ohio railroad that by next September that road will take ten of the men. Some of the men may also go back to work with the old line when the new engines arrive. / NO MORE LIGHTWEIGHTS. / The 'culm burners' that will be put on in September will come from the Schenectady Locomotive works and will be quite similar to the ones already at work. In addition to them there will also be installed three 'pushers' for mountain work, thus enabling the Albany and Susquehanna division to do away entirely with the three remaining light weight engines on their tracks. / The saving effected by the heavy engines is threefold. / Fewer train crews are required, a grade of coal about one-half cheaper than that heretofore used is available and there is saving in time required to haul the freight from point to point. On the old style engine the coal used is known as 'lump' coal, while the culm burners will satisfactorily do their work with pea or buckwheat, which is known by the dealers as 'wash' coal. / The putting of heavier engines on the tracks of the Albany & Susquehanna division is in line with the general policy of this as well as other progressive roads, to acquire heavier rolling stock. On account of the unusually high price which wrought scrap iron brings at the present time there could be no more favorable opportunity to get rid of the light engines and the other ironwork incidental to light rolling stock. It is said that the light engines that have been retired are being cut up into old scrap at the shops of the company at Oneonta. Heavy five-inch rails have been laid along the main tracks and the old steel rails that were torn up are now being laid in the yards along the line. To make room for them the old iron rails that have done service in the yards are being torn up and sold as old iron. This changing of rails is undoubtedly due to the price at present commanded by old iron. / Another movement which shows the tendency toward heavier rolling stock is the replacing of the fifteen-ton or 30,000 pounds capacity freight cars with others that will carry as high as 60,000 pounds. (*Carbondale Leader*, July 20, 1899, p. 2)

From an article that was published originally in *The Wayne Independent*, and reprinted in the *Carbondale Leader* of July 22, 1899, we learn that:

- The Delaware & Hudson machine shop in Honesdale is being converted to a locomotive house
- A switch has been made from the old loaded track above Seelyville toward the light track. One purpose of this is to run about 700 old cars into the lot there and burn them.
- The machinery used to screen the coal at the docks a Honesdale has been removed and shipped to Carbondale.

Here is that article from the *Carbondale Leader* of July 22, 1899:

**“GRAVITY MATTERS. /What the D. & H. are Doing at Honesdale.** / The Delaware & Hudson machine shop at this place is being stripped of its equipment and the building will be utilized for a locomotive house. A switch has been made from the old loaded track above Seelyville toward the light track. One purpose of this is to run about 700 old cars into the lot there and burn them. / The machinery used to screen the coal at the docks here has been removed and shipped to Carbondale. All that now remains is the skeleton which will also soon disappear and the once extensive coal works and canal boat loading facilities at Honesdale will remain only in history and story.—*Wayne Independent*.” (*Carbondale Leader*, July 22, 1899, p. 5)

From the article titled “The Passing of the Park” that was published in the July 22, 1899 issue of the *Carbondale Leader*, we learn a great deal about the coal storage facility that will be installed on the Anthracite Park site at the north end of the Carbondale yard. We learn that:

- On July 22, 1899, 110 men were busy in grading the grounds and putting in the new tracks by which coal will be stored there by the Delaware & Hudson. These 110 will work there until late Fall to complete their job.
- A D&H coal storage facility is necessary because the D&H have determined to mine their full annual allotment of coal whether there is immediate demand for it or not.
- Seven tracks are to run through the center of the former Anthracite Park and three at the upper end.
- The coal is to be shovelled into position and reloaded upon the cars by two mammoth and powerful pieces of apparatus which are new to this section and the details of which the company is not ready yet to give out. They will be operated by two stationary steam engines. (This machinery is described above; see the article titled “Big Changes Are Coming”)

- Of the seven tracks the two outside ones will have pits beneath them into which the coal will be dumped and then taken by the carriers to the piles. There will be four of these piles on the east side of the tracks and two on the west side. The track on which the carriers will run will consist of a single rail arranged in a half circle around the piles. It is laid on ties and the plans call for a number of these rails, thirty feet apart; probably to allow for the growth of the piles and the consequent necessary changing of the carriers to be effective

Here is the complete text of that very informative article from the July 22, 1899 issue of the *Carbondale Leader* about the coal storage facility to be constructed at the north end of the Carbondale yard:

**"THE PASSING OF THE PARK. / How Coal Will be Stored There in the Near Future—Mammoth Carriers.** / Those who have not visited Anthracite park lately would scarcely recognize it if passing that way today. Its entire make-up is being changed and when the transformation is complete a notable addition to the city's industries will have been made. / Today 110 men are busy in grading the grounds and putting in the new tracks by which coal will be stored there by the Delaware & Hudson. While this force is a large one it is estimated that they will not have completed the extensive changes before late in the fall. The coal is to be stored in piles as stated some time ago and the necessity for the storage is that the company have determined to mine their full allotment whether there is immediate demand for it or not. / Seven tracks are to run through the center of the park and three at the upper end. The coal is to be shovelled into position and reloaded upon the cars by two mammoth and powerful pieces of apparatus which are new to this section and the details of which the company is not ready yet to give out. They will be operated by two stationary steam engines. / Of the seven tracks the two outside ones will have pits beneath them into which the coal will be dumped and then taken by the carriers to the piles. There will be four of these piles on the east side of the tracks and two on the west side. The track on which the carriers will run will consist of a single rail arranged in a half circle around the piles. It is laid on ties and the plans call for a number of these rails, thirty feet apart; probably to allow for the growth of the piles and the consequent necessary changing of the carriers to be effective." (*Carbondale Leader*, July 22, 1899, p. 5)

Nearly ten thousand people attended the Odd Fellows' reunion at Farview Park on July 22, 1899. The occasion was the reunion of the Odd Fellows from Wayne, Luzerne and Lackawanna counties. The principal attraction, however, was the conferring of the degree of chivalry upon over twenty-five women and four chevaliers. Excursion trains were run from all of the places within a radius of fifty miles of Farview. In the article given below from the *Carbondale Leader* of July 24, 1899, the Odd Fellows' ceremonies, which were the central focus of the day, are described in detail:

**"A BIG CROWD AT FARVIEW. / Witnessed the Conferring of the Odd Fellowship Degree of Chivalry on Saturday** / The largest crowd that has been at Farview this season was present there on Saturday. The occasion was the reunion of the Odd Fellows from Wayne, Luzerne and Lackawanna counties. The principal attraction, however, was the conferring of the degree of chivalry upon over twenty-five women and four chevaliers. / Excursions were run from all of the places within a radius of fifty miles of Farview and it is estimated that nearly 10,000 persons were in attendance. / The ceremony of conferring the degrees took place at 3 o'clock in the afternoon. It is the most elaborate ritualistic ceremony in the ritual of the order and held the attention of all present from start to finish. / A plot of ground 20 x 150 feet was staked off for the use of those participating. The stakes used were each topped alternately with American and English silken flags, making a very pleasing effect and showing the Anglo-American sentiments of those in charge. / At one end of this space were three tents for the use of the department commander and his staff. At the other end and facing the tents the Scranton Canton, which participated, was drawn up in line with swords at a carry. The Lawrence band of Scranton was stationed in front of the commander's tent. The ceremony was as follows: / **INTERESTING CEREMONY.** / The male candidate for the degree entered in full uniform and after surrendering his sword and uncovering his head passed under the crossed swords of the participating canton called the 'arch of humiliation.' He was then conducted to a font of water in which he washed his hands signifying his desire to cleanse the body of sin. / He was then presented to the Department commander, who was seated in his tent surrounded by his staff. After having examined the candidate's credentials, the latter stepped back in company with a captain, who acts as his conductor. Four young ladies attired in white and wearing a bow of red ribbon, one of pink and green, one of royal purple and one of scarlet, white and purple, respectively, then appeared and took up a position between the commander and the candidate. / The candidate was next required to kneel on his right knee and placing his hand upon a bible placed on a drum before him he repeated the following obligation: 'I \_\_\_\_\_ of my own free will and accord before these living witnesses, do thus voluntarily promise and obligate myself to defend maidens, wives, widows and orphans in their rights; to relieve the distressed; permit no extortion, so far as I may be able to prevent it; to support those who are weak and powerless to maintain their rights, and to administer justice to the advancement of honor and the suppression of vice. All of which I, in this presence, do avow it my purpose and intention to perform to the extent of my ability, under penalty which shall be no less than degradation caused by the loss of my personal and military honor, should I violate this solemn obligation.' At the conclusion of this vow the drum rolled and the members present presented swords. / **LADIES TAKE A HAND.** / The first young lady then stepped forward and placed upon the heel of the candidate a golden spur giving the instrument of coercion to the strongest member of the body and beseeching him to go on in the chivalrous work. / The second young lady then advanced and presented the candidate with his sword, telling him to unsheath it only in the right and to use it in defense of the principles he had just voluntarily espoused/ The third young lady next stepped forward and handed the candidate a steel gauntlet, as a symbol of firmness, and warned him to be ever firm and true and exercise the quality of mercy. / The fourth lady then advanced and gave

the candidate a white silk glove, symbolizing that however bold and firm he might be kindness and gentleness must be used before force of arms is resorted to. / The decoration of chivalry was next pinned upon the breast of the kneeling candidate by a tiny girl clad in white, typifying innocence and purity. The decoration consisted of a white cross of ancient design having mounted upon the face a scarlet heart and bearing a golden crown, with the following motto on the back: 'Be just, merciful, honorable and brave.' / The whiteness represents purity, upon which all justice is built; the scarlet heart, the heart of man, from which flows the fountain of mercy; the golden crown is indicative of the crowning virtue, honor, when practiced to defend helpless women. The candidate was then struck slightly on the back by the commander with his sword and was created a chevalier." (*Carbondale Leader*, July 24, 1899, p. 2)

In the *Carbondale Leader* of July 25, 1899, it was announced that the baggage department at the D&H Seventh Avenue station in Carbondale was "as near perfection in that line as can be reached." The department has been newly fitted throughout with all the modern conveniences pertaining to that work, there being among the latest things added a set of large lock boxes arranged in two tiers to bring the top high enough to be used as a counter. Paul Burton for so many years baggagemaster at Union station is the efficient general baggagemaster here, with Clarence Mann, also an employee of the Delaware & Hudson for a term of years, as his assistant. These gentlemen are in charge during the day, giving way at seven o'clock for Robert Marshall, another courteous official who has entire charge at night. Here is the complete text of this announcement about the baggage department at the Seventh Avenue (also known as "City") station:

**"AT CITY STATION. / Improvements Made Recently in the Baggage Rooms. /** The baggage department at the city station is as near perfection in that line as can be reached. It has been newly fitted throughout with all the modern conveniences pertaining to that work, there being among the latest things added a set of large lock boxes arranged in two tiers to bring the top high enough to be used as a counter. These lock boxes are all numbered and each is devoted to the use of a different official or department of the company. A new desk and double action gate completes the counter arrangement, the whole being built of white ash and paneled in neat designs. / Another convenience just added is a wardrobe for the employees and a stores closet for supplies, all arranged in handsomely finished compartments and having the appearance on the outside of a large cupboard. / Another feature that contributes much to the complement of the department is the kind and courteous employees. Paul Burton for so many years baggagemaster at Union station is the efficient general baggagemaster here, with Clarence Mann also an employee of the Delaware & Hudson for a term of years as his assistant. These gentlemen are in charge during the day, giving way at seven o'clock for Robert Marshall, another courteous official who has entire charge at night." (*Carbondale Leader*, July 25, 1899, p. 5)

In late July 1899, the market for coal was strong, said a gentleman who is in a position to know the nature of the market, and the only reason why the miners are not working full time at present, said he, is the lack of coal cars. When the coal storage facility at the north end of the Carbondale yard is completed, the D&H will be able to keep a good supply of the various sizes of coal, and meet market demands. On this question, we read the following in the July 25, 1899 issue of the *Carbondale Leader*:

**"THE LACK OF COAL CARS. / Is the Only Thing That is Holding Back the Anthracite Trade—Dumping at the Park.** / The outlook for the coal trade in this section has a rosy hue, if the statement of a gentleman who is in the position to know is true. He stated positively that the miners in the employ of the Delaware & Hudson company would be working on full time if the Company had more cars at its disposal. 'Hundreds of these cars' he said 'are scattered all over the United States, some loaded with coal being forwarded to destination, and some empty that are being returned. Stocks at tide water, are extremely low and dealers are putting in their fall and winter supply. / 'This is the season of the year,' he continued, 'when the millionaires and wealthy business men are away on their vacations and during their absence their coal bins are being filled for the year.' It was his opinion that the present rush will continue for some time on account of the increased demand for which there are several causes. One of these is the flourishing condition of the vast business interests of this country. The demand is really greater than the supply. / Speaking in regard to the change of the park from a race track to a coal dumping station, he said, that this is rendered necessary, because the demand for all grades of coal are not uniform. There are various grades, viz: broken, grate, egg, stove, chestnut, pea, buckwheat, birdseye, and rice. Now, said he, 'suppose there is a large demand for all grades except broken, grate and egg; these are made by the breaking process and when there is no sale, coal of this class is dumped in large piles till wanted, then it is scooped up by machinery and loaded in cars and shipped. / 'The company,' he said, 'formerly had a dumping ground at Honesdale, but when the gravity road was abandoned, arrangement had to be made for the establishment of a dumping ground here. The steam sizes' he went on to say 'are always saleable on account of the large consumption. If we had the cars, this would be a busy place, I tell you. There would be plenty of work for the miner and everybody else connected with the trade.' / He spoke of the flourishing condition of the iron industry, saying that when the iron trade is booming, it can be regarded as an index or indication of the business interests of the country. In this connection he said that the grade of coal known as broken which is used exclusively in the manufacture of certain kinds of iron, just now has a large sale. It was his opinion that miners in this valley will see better times in the future than for several years past." (*Carbondale Leader*, July 25, 1899, p. 6)

On July 27, 1899, at 2 P.M., 950 excursionists from Newburg, Middletown and all intermediate stations on the Erie arrived in Carbondale via the Honesdale Branch. Upon their arrival in town, they immediately headed for the hotels and restaurants, all of which for the following hour did a very lively business. About this excursion we read the following in the *Carbondale Leader*:

**"950 EXCURSIONISTS/ Came Here from Port Jervis, Newburgh and Middletown Today.**  
/ Today it was announced the Erie would run an excursion from Newburg, Middletown and all intermediate stations, to Carbondale. The train was expected to arrive in Honesdale about 11 o'clock a. m. and this city at noon. At 2 o'clock the excursionists put in an appearance and there was a big crowd of them. The weather was fine for riding over the old Gravity and one and all were delighted with their trip. The majority of them made an onslaught at once on the hotels and restaurants and for the following hour there was a lively business done in those places. / There were 950 people on the excursion and their presence gave a very lively appearance to the streets during their stay." (*Carbondale Leader*, July 27, 1899, p. 5)

In the July 28, 1899 issue of the *Carbondale Leader* there is a highly informative and fact-filled article about what is being done at present along the line of the former Gravity Railroad. From that article we learn that:

- With the larger cars now used on the Honesdale Branch, the short curves on the former Gravity Railroad being straightened. At Bushwick that method was employed to reduce the grade at that point and at the same time change the curve.
- A little above Bushwick, the extension of culverts and temporary trestling indicates that the tracks will be thrown to the left at that point and excavating a little further on at what is known as cold spring shows that a radical change will be made there also.
- At No. 3 a new bridge is among the things most noticeable besides sidings leading to the culm washer, and also a temporary building with a track leading to it at the site of the new artesian wells.
- Workmen are engaged in clearing the ground about the new Racket Brook Washery building.
- At Shepherd's Crook, hundreds of men are engaged in clearing away the brush and making a new road-bed that will form part of the new switch-back that will take the place of the curve there. The lower track will be extended directly from what is known as the 'straight line' crossing the site of the present 'horse-shoe' at or near the middle and running on an embankment over the canyon. The return track will be laid to the right of the cut returning to the present line about an eighth of a mile above the shoe. The grade on the lower track will be a little over one hundred feet to the mile. That on the upper track will not be so heavy.
- At Waymart, men are engaged in taking down the wooden trestle and taking up the rails on the unused tracks.

- At the coal dumps in Honesdale, quite a number are employed in loading what coal there is left, into widened gravity cars. Here a large steam loading device is being used to good advantage, filling a large number of cars every day.

Here is that article from the *Carbondale Leader* of July 28, 1899:

**“THE BRANCH AN ACTIVE SCENE. / What Is Being Done Along the Line of the Old Gravity Railroad—the ‘Horse Shoe’ Soon to Go.** / The many changes that are being wrought along the line of the Honesdale branch are objects of much interest to travellers over this railroad. The change from gravity to steam as motive power and the use of larger cars involves the straightening of the many short curves and these are being changed all along the line by first building the improved stretch of track laying the new rails to within a few feet of the old ones so that it is but a few minutes work to change from the short to the lengthened curve. At Bushwick this method was employed to reduce the grade at that point and at the same time change the curve. / A little above Bushwick, the extension of culverts and temporary trestling indicates that the tracks will be thrown to the left at that point and excavating a little further on at what is known as cold spring shows that a radical change will be made there also. / At No. 3 a new bridge is among the things most noticeable besides sidings leading to the culm washer detailed in the LEADER a few days ago, and also a temporary building with a track leading to it at the site of the new artesian wells. Here the scene is one of activity. Workmen are engaged in clearing the ground about the new washery building and when the washery is working a number are seen about the chutes in which the culm is taken into the building. Thus a scene of comparative desolation has been changed into one of greatest activity within a few months. / Again at Shepherd’s Crook one is surprised to find hundreds of men engaged in clearing away the brush and making a new road-bed that will form part of the new switch-back that will take the place of the curve there. The lower track will be extended directly from what is known as the ‘straight line’ crossing the site of the present ‘horse-shoe’ at or near the middle and running on an embankment over the canyon. The return track will be laid to the right of the cut returning to the present line about an eighth of a mile above the shoe. The grade on the lower track will be a little over one hundred feet to the mile. That on the upper track will not be so heavy. / The next scene of active operations is at Waymart where men are engaged in taking down the wooden trestle and taking up the rails on the unused tracks. Between that place and Honesdale there are many indications of improving the road such as new ties and rails but comparatively few men at work and these are mostly clearing away the brush and ties along the tracks. At the coal dumps quite a number are employed in loading what coal there is left, into widened gravity cars. Here a large steam loading device is being used to good advantage, filling a large number of cars every day.” (*Carbondale Leader*, July 28, 1899, p. 5)

On July 27, 1899, thirty-one Gravity cars filled with excursionists on the Erie Railroad from Newburg and intermediate points arrived in Carbondale. The ride was advertized as “the last ride



over the Gravity,” but as the journalist from the *Port Jervis Gazette* who accompanied the group noted in his write-up of the excursion, “There is very little of the gravity left, and one who takes the ride now gets but a suggestion of the exhilaration [sic] and pleasure which one experienced before the practical abandonment of the system.” These visitors from Newburg and intermediate points, nevertheless, enjoyed very much their ride over the remains of the Gravity Railroad/the Honesdale Branch, which was described by the journalist from the *Port Jervis Gazette* who accompanied the group as follows:

**“THE EXCURSION OF THURSDAY. / How the Old Gravity Road Was Viewed by a Port Jervis Newspaper Man.** / Of the excursion to this city Thursday from Newburg and intermediate points the *Port Jervis Gazette* says: ‘It was advertised to be ‘the last ride over the gravity,’ but gosh! There is very little of the gravity left, and one who takes the ride now gets but a suggestion of the exhilaration [sic] and pleasure which one experienced before the practical abandonment of the system. Yet, if any one has not ridden over the gravity he should do so at the earliest opportunity, as the complete disuse of the planes is evidently very near at hand. / Our Erie train yesterday drew right alongside the long string of open Delaware & Hudson Canal Company cars at Honesdale, and the excursionists filled thirty-one of the little cars. Then our locomotive coupled to the train and bravely pulled the string over the serpentine track to Waymart. It is the crookedest piece of road imaginable, and frequently the train was on two or three sharp curves at once. Formerly, this trip of several miles from Honesdale to Waymart was made over the Gravity by a succession of planes up which the cars were pulled by cables, but these inclines have been stripped of cables, rails and, in some instances even, of ties and the huge embankments and trestle stand out like monster black monuments of a once flourishing industry. The power houses are being ripped to pieces, the powerful machinery is being shipped away, great cables lie in rusty coils, immense boilers come crawling out of their casements and lie about awaiting shipment, and, in fact, the whole region is full of skeletons, remains and monuments, which impress the beholder with a deep feeling of regret. / At Waymart our train was cut in sections of three or four cars each, a cable was hitched to each in turn and they were whisked up the steep inclines and all were again united at the top—Farview. The long string then slid down the six mile grade, around the ‘Shephard’s Crook,’ and so down to Carbondale. / The rain arrived with the excursionists and remained with them during the two hours of their stay in Carbondale. Many of the party picnicked in the waiting room of the depot, a whole host were fed by the ladies’ guild of a church adjacent to the station (the guild netted \$25 in about an hour) and still others fared will at the Hotel Anthracite. One small party was wandering aimlessly along the street when the mistress of a fine residence invited the whole party into her home, gave them free use of her dining room and was most hospitable. / At one time, thousands of cars were daily taken over the gravity, but now, aside from the excursions, they can be numbered on the fingers of one’s hands. On Monday, an attempt was made to take a dozen standard size coal cars over the road but the train was stuck at ‘Shephard’s Crook’ and only seven could be taken around at one time. To obviate this difficulty, the crook is to be abandoned and work was commenced on

Monday to put in a big Y at this place for use until some better plan can be adopted. Work has also been begun on a line of track which is to be run around the little hills between Farview and Waymart, and when this is finished the passing of the gravity will be complete. / At the present time practically no coal is being shipped over the road. There are yet great storage piles in Honesdale and from these only about 85 cars a week are being shipped, while formerly that number were shipped each day.” (*Carbondale Leader*, July 29, 1899, p. 2)

Not only was there a shortage of coal cars among the anthracite railroads in the northeast in July 1899, there was also a shortage of box and flat cars to handle shipments by every railroad entering any of the large cities at the time. In the *Carbondale Leader* of July 29, 1899, we find an article titled “It’s All Over the Country. Carbondale Is Not Alone in Its Demand for Cars That Can Not be Furnished.” Here is that article:

**“IT’S ALL OVER THE COUNTRY. / Carbondale Is Not Alone in Its Demand for Cars That Can Not Be Furnished.** / Commercial agents and shippers generally are complaining of a freight car shortage, and they are unable to secure enough box and flats to handle shipments. / Every railroad entering each of the large cities today needs more cars than it has or can get to meet the demands of shippers. This condition is not due to any great and sudden increase in any particular traffic, but is due to the steady growth of all kinds of traffic. From all indications the year 1899 will eclipse all former years in the volume of business done by the railroads. Last year was one of prosperity for the railroads, the increase in traffic as compared with that of several years previous being considered almost phenomenal; but there is almost as great an increase in the earnings so far this year over those of the corresponding period of last year as was the case in 1898 over 1897. / As an illustration of the amount of business being done by the railroads running east from Chicago may be given the following statement of James L. Clark, general western freight agent of the Lake Shore road: / ‘This summer’s business is the largest in the history of both Eastern and Western roads and is fully four times as large as that of 1898. I attribute the large volume of business to the general prosperity of the country. It has been a steady, healthy increase, and there is no sign of abatement.’ / The Burlington railroad is a representative Western road, and its general freight agent, Thomas Miller, says: / If we could borrow or hire from 5,000 to 10,000 box cars we could find immediate use for all of them.” (*Carbondale Leader*, July 29, 1899, p. 5)

2012

## **August 1899**

The coal storage facility/dumping ground for D&H coal at the north end of the Carbondale yard will encompass twenty-five acres. The construction of that dumping ground will take six months. From the article about that dumping ground that was published in the August 2, 1899 issue of the *Carbondale Leader*, we learn that:

- This dumping ground will be for coal for which there is no immediate demand
- The entire facility/ground will be made as level as a house floor.
- On the west side of the dumping ground, a railroad track has been built and long train loads of culm and ashes are being brought in to help in the filling up and leveling process. At the south side there has been erected a shanty fifty or more feet in length in which is stored the tools of the men employed. In one end the engineer and others having charge, have an office. All of these men are skilled, and they are busy in scanning long sheets of blue print upon which the plans for entire plant is set forth.
- At the south end, also, a stone crusher was placed in operation on August 2, and there is a large force of men engaged in drawing common field stone that are placed in the remorseless maw of this powerful machine and crushed. This stone will be used in the concrete for building the foundation for the mammoth trusses which are in the shape of an inverted letter V standing approximately about one hundred feet high. As the stone is crushed, it is carried to a large hopper at one end which holds nearly a wagon load. There are several teams engaged in drawing this crushed stone to a point where it will be used in constructing these foundations. The teamsters simply drive their wagons under the hoppers and open a slide which permits the stone to roll into the wagon. Near here are immense piles of iron rails that will be used in constructing the track for the many railroads that will cross the grounds.
- It is proposed to erect six trusses, and when the cars are brought in loaded with coal they will be handled by an appliance in these trusses and dumped upon the heaps of coal. The plans provide for four piles on one side of the system of tracks, and two on the other. Between these huge piles, having a capacity of from 25,000 to 40,000 tons of coal each, there will be a perfect system and net work of railroads, so that when there is a demand for the coal, the cars can be run in and loaded readily.

Here is that very detailed—an historically valuable—description of the D&H coal storage facility at the north end of the Carbondale yard that was published in the *Carbondale Leader* of August 2, 1899:

**"BUSY SCENE AT THE PARK. /Some Description of the Work Being Done on the Big Coal Storage Plant There. /** The Coal storage plant that is now in the course of construction in this city by the Delaware & Hudson company is a gigantic enterprise and will redound to the interest not only of the miners and the company but to the city generally As has been stated, the plant will occupy what was formerly known as Anthracite park, comprising about twenty-five acres, and it is proposed to make it a dumping ground for coal for which there is no immediate demand. Hence the company use the term of 'Coal Storage.' As is well known, when the coal is brought from the mine and passes through the breaker, it comes out in various sizes for each of which there is a distinctive name. When there is no demand for certain kinds it is dumped or stored upon this ground 'till wanted. / MUCH FILLING. / In the first place, the erection and construction of the plant is a wonderful piece of engineering skill. The entire park will be made

as level as a house floor. At present there is a large force of men with wheelbarrows, carrying earth and dumping it into the low places. Then there is a team and several men with a scraper doing the same thing. The large bank of earth which looks more like a hill than a bank, on the northend of the park will all be taken to fill in the low places and make the ground perfectly level. / On the west side a railroad track has been built and long train loads of culm and ashes are being brought in to help in the filling up and leveling process. Then at the south side there has been erected a shanty fifty or more feet in length in which is stored the tools of the men employed. In one end the engineer and others having charge, have an office. All of these men are skilled, and they are busy in scanning long sheets of blue print upon which the plans for entire plant is set forth. / ALL ON THE JUMP. / Every thing is on the move. The men are all in a hurry. It appears that the company are in great haste to complete the plant. Indeed, it is probable that the company never in its whole history, decided so quickly on the construction of a similar plant. When the Gravity road was abandoned the company had to relinquish its storage ground at Honesdale and immediately commenced to seek some other place near its base of operations, so this park was reclaimed from the Traction company who held a temporary lease on it. The move was made so quickly that all of the plans for the plant are not yet complete, and at the company's shops the work of making the iron part necessary is being rushed with all possible celerity. / CRUSHED STONE. / Yet it is a herculean task, and probably will take six months to complete the work. At the south end, also, a stone crusher was placed in operation today, and there is a large force of men engaged in drawing common field stone that are placed in the remorseless maw of this powerful machine and crushed. / This stone will be used in the concrete for building the foundation for the mammoth trusses which are in the shape of an inverted letter V standing approximately about one hundred feet high. / As the stone is crushed, it is carried to a large hopper at one end which holds nearly a wagon load. There are several teams engaged in drawing this crushed stone to a point where it will be used in constructing these foundations. The teamsters simply drive their wagons under the hoppers and open a slide which permits the stone to roll into the wagon. Near here are immense piles of iron rails that will be used in constructing the track for the many railroads that will cross the grounds. / A BIG YARD. / In fact, these grounds, in one sense, will be like a large railroad yard. There will be miles of track. It is proposed to erect six trusses, as stated above, and when the cars are brought in loaded with coal they are handled by an appliance in these trusses and dumped upon the heaps of coal. The plans provide for four piles on one side of the system of tracks, and two on the other. Between these huge piles, having a capacity of from 25,000 to 40,000 tons of coal each, there will be a perfect system and net work of railroads, so that when there is a demand for the coal, the cars can be run in and loaded readily. (*Carbondale Leader*, August 2, 1899, p. 5)

In the *Carbondale Leader* of August 4, 1899, it was announced that, by popular demand, an excursion from Patterson, New Jersey to Carbondale, over the Erie Railroad, would take place on August 9, 1899. The excursion tickets permit of stopping at Farview Park. The article about the excursion that was published in the *Patterson Press* was reprinted in the *Carbondale Leader* of August 4, 1899. Here is that article:

**"OVER THE FAMOUS GRAVITY. / The Erie to Run Another Excursion to Carbondale Next Week.** / One of the most popular of last year's excursions out of the city [of Paterson] was that run by the Erie railroad to Carbondale, over the famed gravity road which carries passengers across the Moosic mountains by inclined planes and along stretches of track apparently level yet so graded that more than twelve miles are covered swiftly by the force of gravity without other propulsion. It will be pleasant news to those who failed to enjoy last year's excursion that the Erie railroad will run another on Wednesday of next week, Aug. 9, the particulars of which will be found elsewhere. The excursion tickets permit of stopping at Farview, a fine day resort on the summit of the Moosics, 2,000 feet above sea level, from where fifteen lakes and many towns in the surrounding country are seen, as well as the Catskills in New York state. Time will be allowed for a view of Carbondale, a thriving city of 18,000 people. The ride to and from that town is one filled with novelty of scenery and transportation, and those who enjoyed it last year spoke in the highest terms of it, many declaring their intention to enjoy it again at the first opportunity. It is largely in response to the popular demand that the Erie runs the forthcoming excursion.—*Paterson Press.*" (*Carbondale Leader*, August 4, 1899, p. 6)

The brick making plant on Swackhammer farm on the South Canaan loop will have a capacity of 40,000 bricks a day. The new Honesdale branch crosses the Swackhammer farm but a few feet from the clay beds and shipping facilities will thus be excellent. Interesting details on this brick making facility are presented in the article titled "Making Brick in Canaan" that was published in the August 8, 1899 issue of the *Carbondale Leader*. From that article we learn that:

- The plant, on the Swackhammer farm, will have a capacity of 40,000 bricks a day, and will open when the South Canaan loop/the Honesdale Branch is completed.
- The facility will be put in by Messrs. Dimock and Humphrey.
- The bed of clay there is of several varieties (building, paving, and fire brick) and is of the best quality.
- A Henry Martin brick making machine, which requires a 15-horse power engine to operate, will be installed.
- No crushing machinery will be necessary as the clay is free from stones but contains a quantity of iron which renders it, when baked, remarkably hard.
- Bricks were made on the premises twenty-seven years ago. There are some old moulds on the grounds which were used in brick making years ago. These will be utilized to make rough bricks with which to build the kilns for baking.
- Five kilns are to be erected.

Here is the complete text of that article from the *Carbondale Leader* of August 8, 1899:

**"MAKING BRICK IN CANAAN. / Plant of the New Company Will Have a Capacity of 40,000 Per Day at the Beginning.** / How soon brick making will be commenced on the

proposed yard in South Canaan can not be definitely announced. It depends entirely upon the progress which is made by the contractors who will build the new Honesdale branch. Everything will be in readiness for the beginning of work in the early spring, however, and then the Swackhammer farm on which the clay bed is located will become a scene of activity. / Messrs. Dimock and Humphrey who will put in the plant have been offered a nice bonus for their options on the property but promptly refused. The bed of clay they have secured is of the best and prospects are an immense business will be done by them. The clay is of several varieties and is adapted for building, paving and fire brick. / They have decided to put in soon a Henry Martin brick making machine which requires a 15 horse power engine to operate. No crushing machinery will be necessary as the clay is free from stones but contains a quantity of iron which renders it, when baked, remarkably hard. Some specimens of brick made on the premises twenty-seven years ago have been dug up and are in a fine state of preservation. / Five kilns are to be erected and the plant at the start will have a capacity of 40,000 bricks per day. The new Honesdale branch crosses the Swackhammer farm but a few feet from the clay beds and shipping facilities will thus be excellent. There are some old moulds on the grounds which were used in brick making years ago. These will be utilized to make rough bricks with which to build the kilns for baking." (*Carbondale Leader*, August 8, 1899, p.2)

The excursion over the Erie Railroad from Patterson, New Jersey, to Carbondale on August 9, 1899 that was announced in the *Carbondale Leader* of August, 4, 1899 (see above) was a huge success. Seven hundred and sixty-three excursionists from Paterson, Newark, Jersey City, New York city and intermediate points arrived in this city on the Erie excursion at two o'clock on August 9, crowding the hotels and restaurants and walking up and down the main thoroughfare 'sight-seeing' until train time. This was the second of the three weekly excursions advertised by the Erie for this month. Carbondale has been widely advertised by these excursions. The New York papers have been full of them and dodgers describing the trip and this city have been distributed throughout the metropolis as well as the smaller cities along the line. Carbondale, as an excursion destination, is advertised by the Erie as an excursion resort together with Atlantic City, Chautauqua, Cooperstown, Long Branch, Narragansett Pier, Niagara Falls, Saratoga, and Ocean Grove. Here is the report on the August 9 Erie excursion to Carbondale that was published in the *Carbondale Leader* of August 9, 1899:

**"TODAY'S 'ERIE' EXCURSION. / Many people From the Larger Cities View the Sights Hereabouts—Advertising Carbondale.** / Seven hundred and sixty-three excursionists from Paterson, Newark, Jersey City, New York city and intermediate points arrived in this city on the Erie excursion at two o'clock today, crowding the hotels and restaurants and walking up and down the main thoroughfare 'sight-seeing' until train time. / For once the weather was favorable. It was an ideal day for an excursion and many more stopped at Farview this time than of the last one. It was of the usual typical order of excursionists, young and old, large and small and all trying to see as much as possible in the two hours allotted them to remain here. / It was the

second of the three weekly excursions advertised by the Erie for this month. Some of those who came on it were not prepared for out door riding and found the trip over the Honesdale branch rather chilly. As a refreshment car was attached to the train as far as Honesdale there was not the usual rush for dinner in this city. / Carbondale has been widely advertised by these excursions. The New York papers have been full of them and dodgers describing the trip and this city have been distributed throughout the metropolis as well as the smaller cities along the line. In addition to this the Erie company now recognize Carbondale as a regular excursion point and have placed on sale at all its ticket offices in this vicinity excursion tickets over the old gravity. These are good to return on till August 31. In the list of excursion resorts with which Carbondale is advertised by them appear Atlantic City, Chautauqua, Cooperstown, Long Branch, Narragansett Pier, Niagara Falls, Saratoga and Ocean Grove." (*Carbondale Leader*, August 9, 1899, p. 5)

The contract for the construction of the 7-mile D&H line down the mountain from Farview to Waymart, the South Canaan Loop, was awarded to Drake & Stratton of New York City, extensive railroad contractors. They have a foreman at Waymart, making preparations to begin operations. A car load of tools is also in that town, and steam shovels and other appliances are also expected this week. The outlook now is that a large number of men will be at work on this portion of the improvement early next week. Those facts, and others, we learn from the article titled "Be Ready December 1" that was published in the *Carbondale Leader* of August 10, 1899. From that article we also learn that:

- On or about December 1, the new Honesdale Branch will be completed and the Gravity abandoned. The gravel train was again called into service, between Honesdale and Waymart, this morning, and great changes may be looked for along this portion of the road, during the coming two months
- It is now the expectation to have the large yellow coaches of the Delaware & Hudson system running between Honesdale and Carbondale, on or about December 1<sup>st</sup>.
- The Delaware & Hudson and Erie are both to ship coal over the new road, the amount probably being some 1,220,000 tons, annually.
- All Gravity trains in and out of Carbondale are now running with an extra open car to accommodate summer travel.
- The destruction of several hundred of the old Gravity coal cars by burning will take place in Honesdale and its immediate vicinity.

Here is that article from the August 10, 1899 issue of the *Carbondale Leader*:

**"TO BE READY DECEMBER 1. / The New Honesdale Branch Will Then Be Completed and the Gravity Abandoned.** / Drake & Stratton, extensive railroad contractors, of New York city, have secured the contract for the new railroad from Waymart, via Swackhammer's in South Canaan, to just beyond Farview, a distance of seven miles. / They have a foreman at Waymart,

making preparations to begin operations. A car load of tools is also in that town, and steam shovels and other appliances are also expected this week. The outlook now is that a large number of men will be at work on this portion of the improvement early next week. / The gravel train was again called into service, between Honesdale and Waymart, this morning, and great changes may be looked for along this portion of the road, during the coming two months. / It is now the expectation to have the large yellow coaches of the Delaware & Hudson system running between Honesdale and Carbondale, on or about December 1<sup>st</sup>. / The Delaware & Hudson and Erie are both to ship coal over the new road, the amount probably being some 1,220,000 tons, annually. / All gravity trains in and out of this city are now running with an extra open car to accommodate summer travel. The destruction of several hundreds of the old gravity coal cars by burning will take place in Honesdale and its immediate vicinity.” (*Carbondale Leader*, August 10, 1899, p. 2)

Drake & Stratton also excavated a ½ mile cut west of Farview in order to remove a reverse curve near the head of No. 4 Reservoir. In *Stuart Dixon*, p. 20, we read:

“Drake & Stratton’s crews also excavated a ½ mile cut west of Farview in order to remove a reverse curve near the head of No. 4 Reservoir.” (*Stuart Dixon*, p. 20)

In late July 1899, a number of well known gentlemen of Carbondale began to discuss the possibility of building a Gravity rail system from Carbondale to Crystal Lake. These gentlemen have been quietly looking over the ground during the past week and making the preliminary estimates that are necessary to an intelligent starting of the enterprise. No surveys have been made or routes decided upon but a rough estimate of the number of planes and equipment required has been had and this is thought to be sufficient to lay before the New York capitalists who will be asked to furnish the funds to equip the road. The road could be operated very cheaply and would have no little freight and coal business for Dundaff and that entire section. But it is the summer excursion traffic to the lake that is being most counted upon. With such facilities for reaching this popular resort as a gravity road would afford there would be thousands from this valley and northeastern Pennsylvania going to Crystal lake daily. Here is the article about this rail possibility that was published in the *Carbondale Leader* of August 10, 1899:

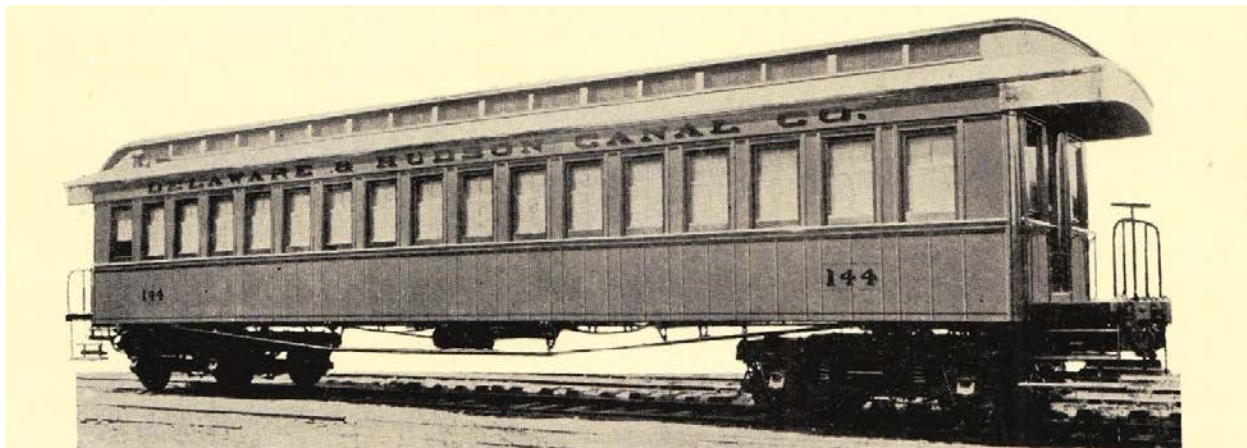
**"BY GRAVITY TO THE LAKE. / Possibility of an Inclined Railway to That Resort is no Longer a Remote One.** / Ever since the building of the gravity system of railroad between Carbondale and Crystal Lake was broached in the LEADER some weeks ago the matter has been under consideration by a number of well known gentlemen of this city and the possibility of such a line is not at all remote. The gentlemen have been quietly looking over the ground during the past week and making the preliminary estimates that are necessary to an intelligent starting of the enterprise. / No surveys of course have been made or routes decided upon but a rough estimate of the number of planes and equipment required has been had and this is thought to be sufficient to lay before the New York capitalists who will be asked to furnish the funds to equip the road. The local gentlemen interested express no fears about being able to secure right of way at a



reasonable figure in view of the immense benefit such a road would be to this section. / The disbandment of the Delaware & Hudson gravity road throws on to the market a large quantity of material designed especially for such use and it could probably be obtained at reasonable figures. The road could be operated very cheaply and would have no little freight and coal business for Dundaff and that entire section. But it is the summer excursion traffic to the lake that is being most counted upon. With such facilities for reaching this popular resort as a gravity road would afford there would be thousands from this valley and northeastern Pennsylvania going to Crystal lake daily." (*Carbondale Leader*, August 10, 1899, p. 56)

As we learned from the article titled "To Be Ready December 1" that is given above, it was the expectation of the D&H to have the large yellow coaches of the Delaware & Hudson in service on the Honesdale Branch on or about December 1.

Shown below is one of those yellow coaches. This material on Coach 144 is from "*Passenger, Freight and Work Equipment on the Delaware and Hudson*, The Delaware and Hudson Company Board of Managers Inspection of Lines, June 2, June 5, 1927, p. 27:



Passenger Coach of the late 70's

Coach 144 was built by the Gilbert Manufacturing Company, late in this period. The length over platforms was about fifty feet. The headlining, or interior ceiling, was of canvas elaborately decorated with pictures and scroll. The seats were upholstered in red plush. Two Spears stoves, one at each end, furnished the heat. Oil lamps provided the illumination. The exterior was painted yellow.

In "Splendor and Gloom: The Decoration of Victorian Railroad Cars" by John H. White, pp. 38-47, *Nineteenth Century*, Vol. III, No. 1, Spring 1977, we read (p. 40) the following about the basic body color of railway passenger cars before 1870:

"The basic body color [of railway passenger cars] before 1870 was yellow. It was described as a very pale, creamy yellow, much like linen or straw. Light blue, pea green, gray green, drab, and Indian red are other colors used in this period. Dark body colors were occasionally used in the first decades of the American passenger car, but again pale yellow seems to have been the general favorite, serving as an effective ground color for accent decorations in vermillion, ultramarine, lake, and gold and silver leaf. Yellow was also basic camouflage for the clay dust churned up by the train. A yellow car could be coated with yellow dust and still present a tolerable appearance. . . The roof ribs were covered with a head cloth. An extraordinary variety of materials were used for this purpose but most popular, before 1880, was colorful oilcloth or painted cotton duck head-linings. Silk and German damask were more elegant but they were difficult to clean and easily soiled even by minor roof leaks. Enameled cloth overcame these difficulties. Common cotton duck was filled with sizing and then painted in bright colors, often in geometric patterns, hand printed with wooden blocks. Head cloths for the best class of cars were decorated free-hand at a cost of \$125.00."

"Thick and fast and from all sides come the excursionists to Carbondale this season," that's the first sentence in an article in the August 11, 1899 issue of the *Carbondale Leader* about the excursions scheduled for August to Carbondale from New York City, Newburg, Norwich and many intermediate points. Here is that article:

**"EXCURSIONS. / Carbondale the Objective Point of Three More Within the Next Two Weeks—What People Say About the Trip.** / Thick and fast and from all sides come the excursionists to Carbondale this season. On August 18 and 23 we will have New York city excursionists by way of the Erie. On Monday August 21 will come a large party over the same road from Newburgh and intermediate points. [See the broadside, here, on pp. 000-000 for this excursion on August 21, 1899.] / An opportunity is offered the patrons of the Ontario & Western for one of the most enjoyable and instructive day's outings of the season, on Friday, August 18, when they will run an excursion to this city and Farview. The excursion will be run from points as far north as Norwich and similar affairs in the past have been patronized by several hundred people. / Regarding last Wednesday's excursion the Paterson Press says: 'The nearly 200 excursionists who went from this city to Carbondale yesterday report having had a most delightful trip into the Pennsylvania mountains and over the gravity road. Each one came back a walking advertisement, as they are advising their friends to take in the trip.' (*Carbondale Leader*, August 11, 1899, p. 5)

Farview Park on the Honesdale Branch was a popular location not only for excursions hosted by civic and community groups, from far and near, but also family groups. On August 11, 189, fifty nine members of the Jadwin family gathered there and enjoyed “one of the most successful gatherings from the standpoint of enjoyment that the family has ever held.” Here is the account of that Jadwin gathering that was published in the *Carbondale Leader* of August 12, 1899:

**“JADWIN FAMILY AT FARVIEW. / Enjoyable Reunion Held at that Pretty Mountain Resort—Fifty-nine Members Present.** / Yesterday the annual re-union of the Jadwin family was held at Farview, fifty-nine of the members being present and contributing to one of the most successful gatherings from the standpoint of enjoyment, that the family has ever held. The weather was not ideal for such an event a dense fog or mist completely enveloping the grove and making a view of the picturesque country surrounding, almost impossible. A short time before the departure of the party the mist became dissipated somewhat, but not entirely. / There was no feature lacking in the entertainment provided, the repast to which the family was seated being a sumptuous one and following it the addresses made by different members proved very enjoyable. Among those who addressed the assemblage were: Rev. William Jessup, Lieut. Col. Edgar Jadwin, C. Comegys, Cornelius C. Jadwin, H. B. Jadwin, C. P. Jadwin, Miss Marie Jadwin and Mrs. O. H. Jadwin. / One of the most interesting of the addresses was that of Cornelius C. Jadwin who gave in detail the history of the Jadwin family since the first emigrant Thomas Jadwin arrived in Virginia in 1651. It was virtually a complete genealogy of the family. The three Jessup children contributed a unique and enjoyable number in a song sung in the Arabic tongue. / Among those who were present at the reunion were: / **SCRANTON.** Mr. and Mrs. Charles P. Jadwin, Mr. and Mrs. Ruel Jadwin, Miss Olive Jadwin, Dr. R. Hampton, Mrs. O. P. Clark, Mrs. Helen Wardell, Mrs. John Wardell, Misses Lillian and Charlotte Wardell, C. Comegys, Miss Margaret Comegys, Mrs. H. C. Comegys and Miss Mary Comegys. / **BEYROUT, SYRIA.** / Rev. and Mrs. William Jessup, Theodosia, Elizabeth and Helen Jessup, of Beyrout, Syria. / **HONESDALE.** / Hon. C. C. Jadwin and wife, Dr. and Mrs. D. D. Pierce, David Jadwin and Miss Grace Jadwin. / **NEW YORK CITY.** / Lieut. Col. Edgar Jadwin, U. S. A., Cornelius Jadwin, Miss Charlotte Jadwin, Mr. and Mrs. O. H. Jadwin, Miss Marie Jadwin, Mrs. Bessie Anderson and son Brian, Messrs. Palmer, Paul, Stanley and Donald Jadwin. / **CARBONDALE.** / Mr. and Mrs. H. B. Jadwin, Mrs. M. J. Shields and children, Henry and Eloise, R. A. Jadwin, Mr. And Mrs. T. L. McMillan and son James, Miss Mabel Jadwin, Hal. H. Jadwin, Mrs. John Jadwin, Misses Susan, Augusta, Florence, Gladys, and Amber Jadwin, John Jadwin, Misses Helen Alexander and Edith Fowler.” (*Carbondale Leader*, August 12, 1899, p. 5)

Jadwin note: Obituary of Mrs. Alice (Plumb) Jadwin, widow of Henry B. Jadwin, published in *Carbondale Advance* of September 11, 1880, p. 3. Mrs. Jadwin, whose residence was on 7th street, died on September 3, 1880, aged 67 years.

On August 11, 1899, two hundred Italian laborers from New York arrived at Farview to help build the South Canaan Loop (the 7-mile long rail line down the mountain from Farview to Waymart) which was expected to be completed by December 1, 1899. There were still unresolved questions as to right of way / land value / landowner reimbursement on the route down the mountain from Farview, but railroad officials did not regard those unresolved questions as impediments to the forward motion of the projected rail project. At the same time that work was proceeding on the South Canaan Loop, work had also begun on the switchback at Shepherd's Crook. Here is the article that was published in the August 16, 1899 issue of the *Carbondale Leader* about these two D&H construction projects:

**“THE QUESTION OF DAMAGES. / Is Now Agitating the Canaan Farmers Over Right of Way for the Honesdale Branch.** / The eastern side of the Moosics in the vicinity of Farview is now the scene of great activity. 300 men are employed in constructing the new Honesdale branch of the Delaware & Hudson; the contractors having secured nearly 200 Italian laborers in New York who were shipped to the scene on Friday. They have already made perceptible progress in the grading and there is little doubt that the entire seven miles of new road will be completed by December 1. / Among the farmers through whose lands the new line runs there is much perturbation over the amounts that they have been offered by the company for right of way. Of course they do not come up to what they want and a general visitation is being had among them daily to agree upon a uniformity of rates and decide upon what they shall do in the matter. In the meantime the company is proceeding with its work. / As the property owners' demands now are they average seventy-five per cent. higher than the sums offered by the company. On property for which the Delaware & Hudson offer \$1,000 a claim is made for \$1,750. The outcome of this uncertain. If objections are made to continuing the work without an agreement having been reached the company will doubtless file bonds at Honesdale and then go on under legal sanction. The remedy for the land owners is then by suit for damages. Or viewers in condemnatory proceedings might be asked for by the corporation. It is generally believed that in either event the company would have to pay more than it offers as Wayne, like Susquehanna county, is an agricultural section and believes in the full value of land. / ‘As the new road is now staked out it will probably need some switch room or additional tracks at the top of the mountain’ said a well known railroad man yesterday. ‘It is a result of the zig-zag route rather than the use of the curve at Shepherd's crook as at present. If, after zig-zagging the trains were to continue in the same direction as when started no difficulty would be had. But they will go in exactly the opposite direction and thus a reversal of the trains is necessary. New engines will therefore have to be taken on at the top of the hill and for their accommodation some switches will be required. This change at that point also applies to passenger trains and here comes in a difficulty that is well nigh insurmountable. By the zig-zag plan every seat will have to be reversed at the summit unless passengers want to ride backward all the way to Honesdale. Mind, I am only telling you how this thing looks to me; for I haven't the least idea of the final changes or plans that are being made there by the company.’” (*Carbondale Leader*, August 16, 1899, p. 2)

In March 2009, John Buberniak discovered for sale on the Internet a broadside (7 7/8" x 18 3/8") advertising one of the Erie excursions (August 21, 1899) to Carbondale mentioned above: see **"EXCURSIONS. / Carbondale the Objective Point of Three More Within the Next Two Weeks—What People Say About the Trip."**

That broadside is now in the collection of the Carbondale D&H Transportation Museum. Here is that broadside (which has been electronically re-formatted for presentation here), about the August 21, 1899 Erie excursion to Carbondale:

**Midsummer Recreation!**

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DELIGHTFUL

**ERIE EXCURSION**

Through the heart of the  
Pennsylvania Mountains and Coal Regions

~~~~~

**Carbondale**

AND RETURN

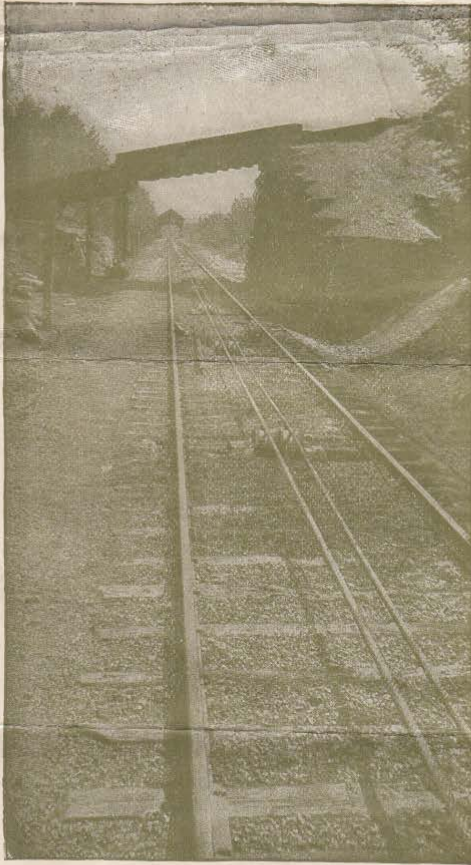


THE SHEPHERD'S CROOK.

Via Honesdale and  
D. & H. Company's **Gravity Railroad**



STOPPING AT BEAUTIFUL



# FARVIEW

Monday  
August 21  
1899

The midsummer glories of mountain and valley are nowhere more delightfully combined than in this region of which Washington Irving spoke in terms of highest praise more than fifty years ago.

In writing to his sister, in this same month of August, year 1841, he mentions "A constant succession of scenery that would have been famous had it existed in any part of Europe."

It is no less beautiful now than it was when Irving made the greater part of his delightful journey by the slow canal boat, but the traveler of to-day commands much easier means of access. Now the railway passes directly through the heart of the mountains, climbing higher and higher, and finally reaching the very top of the Moosic Range, an altitude of 2,000 feet above the sea.

Farview needs little description—it speaks for itself. A beautiful park on the mountain-top, observatories, charming walks and drives, and magnificent scenery, make it an ideal spot for a day's outing.

Let everyone enjoy this  
delightful recreation trip.

## NOTE THE TRAIN SCHEDULE AND LOW EXCURSION RATES:

| Lv.              | A.M. | Rates  | Lv.                  | A.M. | Rates  | Lv.                   | A.M.  | Rates  |
|------------------|------|--------|----------------------|------|--------|-----------------------|-------|--------|
| SUFFERN.....     | 7.10 | \$1.50 | NEWBURGH.....        | 6.42 | \$1.50 | MIDDLETOWN (Main St.) | 8.30  | \$1.25 |
| HILLBURN.....    | 7.12 | 1.50   | NEW WINDSOR.....     | 6.51 | 1.50   | MIDDLETOWN.....       | 8.33  | 1.25   |
| RAMAPO.....      | 7.15 | 1.50   | VAIL'S GATE JCT..... | 6.56 | 1.50   | HOWELLS.....          | 8.41  | 1.25   |
| STERLINGTON..... | 7.17 | 1.50   | SALISBURY MILLS..... | 7.06 | 1.50   | OTISVILLE.....        | 8.51  | 1.25   |
| SLOATSBURG.....  | 7.20 | 1.50   | WASHINGTONVILLE..... | 7.12 | 1.50   | GUYMARD.....          | 8.59  | 1.25   |
| TUXEDO.....      | 7.28 | 1.50   | CRAIGVILLE.....      | 7.22 | 1.50   | PORT JERVIS.....      | 9.15  | 1.00   |
| SOUTHFIELDS..... | 7.36 | 1.50   |                      |      |        | POND EDDY.....        | 9.38  | 1.00   |
| ARDEN.....       | 7.41 | 1.50   | GREYCOURT.....       | 8.06 | \$1.35 | PARKER'S GLEN.....    | 9.46  | 1.00   |
| TURNERS.....     | 7.47 | 1.50   | CHESTER.....         | 8.09 | 1.35   | SHOHOLA.....          | 9.56  | 1.00   |
| MONROE.....      | 7.52 | 1.35   | GOSHEN.....          | 8.17 | 1.25   | LACKAWAXEN.....       | 10.07 | 1.00   |
| OXFORD.....      | 7.58 | 1.35   | NEW HAMPTON.....     | 8.24 | 1.25   |                       |       |        |

Arrive HONESDALE 10.50 A.M., FARVIEW 11.50 A.M. and CARBONDALE 12.25 Noon.

**RETURNING,** Leave { CARBONDALE ..... 4.00 P.M. } Arrive NEWBURGH ..... 9.20 P.M.  
 { FARVIEW ..... 4.30 " } " SUFFERN ..... 9.35 "  
 { HONESDALE ..... 5.45 " }

TICKETS AND COMPLETE INFORMATION CAN BE OBTAINED ON APPLICATION TO AGENTS.

**D. W. COOKE,**  
Ass't General Passenger Agent.

**D. I. ROBERTS,**  
General Passenger Agent.

Chas. B. Reed, Printer, 149-148 Worth St., New York.

Here, from the *Carbondale Leader* of August 21, 1899 (p. 5), is the account published by that paper of the August 21 trip announced in the broadsheet given above:

**“LOOKING FOR ‘COAL FIELDS.’ / Carbondale Crowded With Excursionists from Southern New York Towns—Lack of Amusement.** / One of the six hundred excursionists brought to this city today by the Erie approached a gentleman on Main Street with the query: ‘Where do excursionists generally put in the three hours time allotted them.’ We expected to be landed in a park or grove of some kind continued the gentleman. He was directed to the nearest coal breaker to take in the sights and advised to take the 3:09 train to Farview. / Another man approached a gentleman standing in front of the Hotel Anthracite with the query: ‘Where is the park?’ / The place was pointed out and the man started with his family across the street, had barely crossed when he returned with the second query: ‘Can you go in?’ After being assured that the fence was placed there only to keep cows, swine and other domestic animals out he proceeded on his way and was seen later with the family eating their luncheon on the lawn. Other parties followed and soon all the shaded places were filled with people who sent out and bought beer by the dozen bottles turning Memorial park into a ‘beer garden’ for the time being. / These people were from parts in southern New York, near Port Jervis and Monticello. They arrived here at half-past one o’clock and their train left again at four. Many of them had never visited the coal regions before and someone started the story shortly after their arrival that a big man with whiskers was looking for the ‘coal fields’ and some one had directed him to Coalbrook where there was a large field where the coal was about ‘half ripe.’ ” (*Carbondale Leader*, August 21, 1899, p. 5)

On Saturday, August 26, 1899, the Sacred Heart church of Plains, PA, picnicked at Farview Park. Here is the invitation to the congregation to this picnic that was issued by Father Hussie, by means of an article that was published in the August 21, 1899 issue of the *Carbondale Leader*:

**“GOING TO FARVIEW. / Father Hussie’s Parish to Picnic at That Resort Saturday.** / Rev. Father Hussie, pastor of Sacred Heart church, Plains has issued the following to his friends: / ‘The undersigned ventures to make the excursion of the Sacred Heart congregation to Farview on Saturday, Aug. 26, of interest to you. This congregation has been burdened with debt and the work of mortgage burning has been assigned to me. You can readily realize the difficulties of the position. Be pleased to join my friends in their efforts to relieve me of embarrassment of failure, assuring you that the result of your assistance will be highly regarded.’ ” (*Carbondale Leader*, August 21, 1899, p. 5)

There are many interesting facts that are presented in the article titled “Changing the Old Gravity” that was published in the *Carbondale Leader* of August 30, 1899. From that article, we learn that:

- On August 28, 1899, D&H Vice President H. G. Young, D&H Superintendent C. R. Manville, Chief Engineer James MacMartin, and C. S. Weston, D&H Manager of Real Estate went to Honesdale by special car to arrange for the depot changes to be made at Honesdale. At that time, H. G. Young said that the grounds surrounding the new station will be nicely graded and laid out into fine greenswards.
- H. G. Young reported that since the Gravity Railroad was changed to a steam locomotive road that the D&H had saved in its operation about \$700,000.
- Mr. Muir has received orders to dismantle the coal pockets at Honesdale and ship all timber to Carbondale. As soon as that work is completed, the trestling and tracks connected with the retail coal sales department will all be taken away.
- It is the intention of the D&H to get water from Cajaw pond to supply their locomotives. There are rumors afloat that a company has been formed for the purpose of purchasing that body of water.
- The contract for building the new locomotive road and switchback on the Moosic mountain calls for the completion of that work by December 15<sup>th</sup>.
- H. G. Young said that all work done at Honesdale would be done by the company and not by contract and that it is expected that that work would all be finished before December.

Here is that short, but fact-filled, article from the August 30, 1899 issue of the *Carbondale Leader*:

**“CHANGING THE OLD GRAVITY. / What the Delaware and Hudson Officials Contemplate Regarding a Depot in Honesdale—Other Notes.** / On Monday evening vice president H. G. Young, superintendent C. R. Manville, chief engineer James MacMartin and manager of real estate, C. S. Weston went to Honesdale in a special car to arrange for the depot changes to be made at that place. Mr. Young stated that the grounds surrounding the new station will be nicely graded and laid out into fine greenswards. / Since the gravity was changed to a locomotive road Mr. Young says the company has saved in its operation about \$700,000. / Mr. Muir has received orders to dismantle the coal pockets at that place and ship all timber to Carbondale. As soon as this work is completed, the trestling and tracks connected with the retail coal sales department will all be taken away. / It is the intention of the company to get water from Cajaw pond to supply their locomotives. There are rumors afloat that a company has been formed for the purpose of purchasing that body of water. / The contract for building the new locomotive road and switchback on the Moosic mountain calls for the completion of that work by December 15<sup>th</sup>. Mr. Young said that the work at Honesdale would be done by the company and not by contract and that it is expected to have it all finished before December.” (*Carbondale Leader*, August 30, 1899, p. 6)

2013

## **September 1899**

In the September 1, 1899 issue of the *Carbondale Leader*, the D&H announced that the efforts of the force of men who have been drilling two wells on D&H property at Racket Brook for several



weeks “have been crowned with a glorious success.” From that article, we learn the following about those two wells:

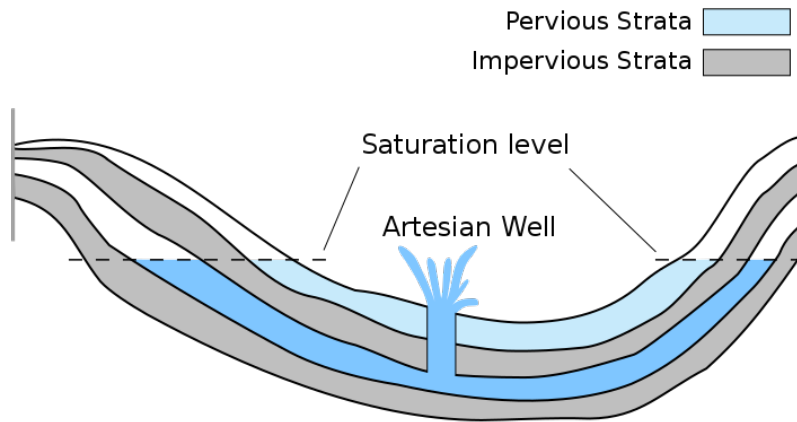
- Both wells are artesian wells\* and the flow of water is large: 400 gallons a minute. The quality of the water is unsurpassed, being clear and cold, and it is believed an analysis would show it to be free from all deleterious substances. It is believed that these two wells would furnish a supply sufficient for one-third of the population of Carbondale.
- Both wells are down quite a depth, and one four hundred feet and bore hole is eight inches in diameter.
- The water from these wells will be used at the Racket Brook Washery, which has a capacity of 5,000 tons daily. In cleaning this coal, it requires three hundred gallons of water a minute.

Here is that article from the September 1, 1899 issue of the *Carbondale Leader*:

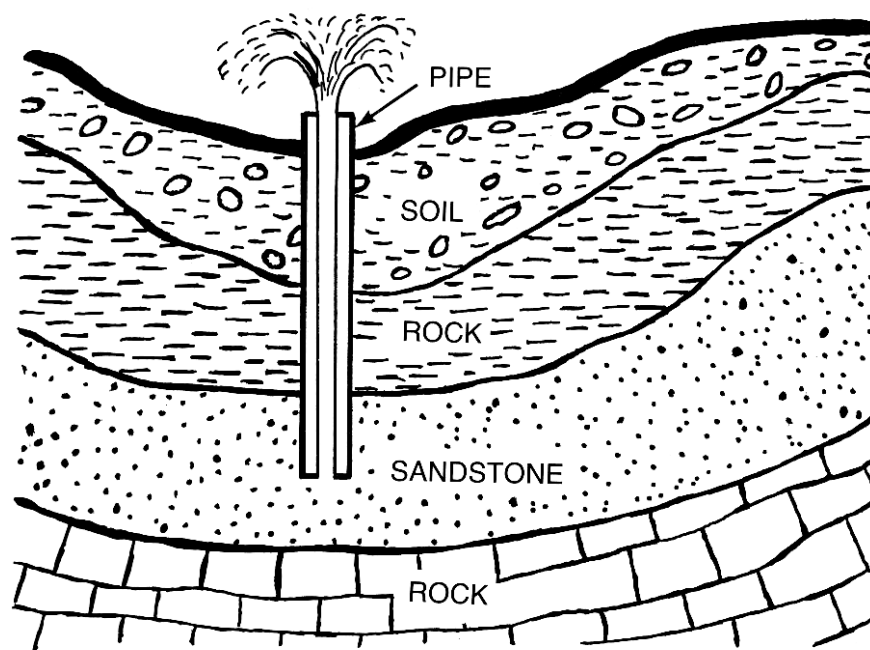
**“BOTH WELLS ARE FLOWING. / Splendid Success Had by the Delaware & Hudson in Sinking Artesian Wells for the Washery.** / The Delaware & Hudson company have had a force of men drilling two wells upon its property at Racket Brook for several weeks and their efforts have been crowned with a glorious success. / Both wells are down quite a depth; one four hundred feet and bore hole is eight inches in diameter. The flow of water is large. It is stated that both wells will flow 400 gallons a minute. A large supply of water is needed for use in washing the immense quantity of culm that is put through the new washery at that point. This washery is said to be the best one in this section, containing the most modern machinery and having a capacity of 5,000 tons a day. In cleaning this coal, it requires three hundred gallons of water a minute. It is believed that these two wells would furnish a supply sufficient for one-third of the population of this city. / The quality of the water is unsurpassed, being clear and cold and it is believed an analysis would show it to be free from all deleterious substances. Suffice it to say, the quality is far superior to that furnished this city now. With such an immense supply of water so close at hand it would seem that some arrangements could be made to drill enough of these wells to supply the demand for manufacturing and domestic purposes. That an unlimited supply of water is to be had by simply making the effort, there is no question. And there is no doubt on account of the attitude of the Consolidated Water Supply company in charging exorbitant rates, that during the coming year, numerous wells will be drilled for private concerns if not for public use.” (*Carbondale Evening Leader*, September 1, 1899, p.6)

**\* Artesian Wells**  
(Wikipedia)

An artesian aquifer is a confined aquifer containing groundwater under positive pressure. This causes the water level in a well to rise to a point where hydrostatic equilibrium has been reached. A well drilled into such an aquifer is called an *artesian well*. If water reaches the ground surface under the natural pressure of the aquifer, the well is called a *flowing artesian well*.



Geological [strata](#) giving rise to an artesian well



Schematic of an artesian well

Work on the construction of the D&H coal storage facility at Anthracite Park is proceeding on schedule, and the facility will be completed by December 1. That we know from the following article that was published in the *Carbondale Leader* of September 9, 1899:

**"A BUSY SCENE. / New D. & H. Storage Ground at Anthracite Park Will Be Completed By December First.** / The large force of men at Anthracite park have transformed that once famed pleasure ground into a place that will soon in reality merit the title, 'Anthracite park.' Masons are almost through laying immense stone abutments for the circular trestle, and the brick foundations for the steam coal-handling appliances are now completed. / The company is pushing the work with hopes of completing the storage plant by December first and the trackmen under John Easton have already made an excellent showing in placing the tracks. The grading, too, is well under way and it will be but a few days before the work of concreting is begun. / The scene is one of activity, every workman being pushed to his utmost. Yesterday the first consignment of timber arrived and a large force is engaged in unloading it from the cars and placing it in readiness for the carpenters." (*Carbondale Leader*, September 9, 1899, p. 5)

From an article that was published in the *Carbondale Leader* on September 14, 1899, we learn that several hundred workers are at work in transforming the Gravity Railroad into a first class steam railroad. That number comprises those workers employed by the contractors at Farview, those at the basin in Honesdale, those at Blandin's, and those at Foster's highworks. Here is that article:

**"MANY AT WORK. / The Gravity the Scene of Very Active Operations—Changes In the Route are Few.** / Yesterday a steam shovel passed through this city over the Honesdale branch to the scene of work at Farview where it will be placed in operation in conjunction with the three little locomotives, steam derricks, dump cars and carts that are being used to hurry the work by the contractors Drake & Stratton. Heavy stones that now form a part of the retaining wall at what is known as the basins are being taken out with the aid of a steam derrick for use at Blandin's where masons are at work erecting new and larger piers. At this point there is now a trestle but this will be abandoned and the road bed moved about twenty feet westward, thus doing away with two curves. The basin is being filled up by workmen and before Saturday a gravel train will be run through it. / In all several hundred laborers are at work including those employed by the contractors at Farview, those at the 'basin' 'Blandin's' and at Foster's' highworks. The transformation of the gravity into a first class steam road will be but a matter of a few months." (*Carbondale Leader*, September 14, 1899, p. 8)

Twenty seven rail cars of excursionists on the Erie arrived in Carbondale from New York City and intermediate points on September 14, 1899, a cold and windy day in northeastern Pennsylvania. Because of the weather, very few of the excursionists got off the cars at Farview.

Instead, most of the excursionists stayed on the cars until they arrived in Carbondale. In Carbondale, the excursionists then descended upon the hotels and restaurants. Here is the article about this excursion that was published in the September 14, 1899 issue of the *Carbondale Leader*:

**"A COOL RECEPTION. / Tendered the Immense Crowd of Erie Excursionists Today. /** Twenty-seven cars filled with excursionists arrived in this city at 2:40 o'clock today and until four they filled the streets, restaurants and hotels. The excursion was conducted by the Erie company from New York city and intermediate points. / Abe Sahn [a Carbondale hatter] did a great business supplying men unused to Gravity riding who had lost their head-gear. But a very few of the excursionists got off at Farview, the cold weather making it risky to attempt the higher points as the majority of them were clad for warmer climes. / All of the cars were well filled and there was a noticeable tendency to favor the closed ones, particularly on the return trip." (*Carbondale Leader*, September 14, 1899, p. 8)

In the twenty-seven cars that arrived in Carbondale from New York on September 14, 1899, we learn from an article that was published in the *Port Jervis Gazette* on September 14, and reprinted in the *Carbondale Leader* on September 15, 1899, there 972 excursionists. Here is that article, as published in the *Carbondale Leader*:

**"972 Excursionists. / The Erie ran an excursion from New York to Carbondale today.** There were two sections of the train containing 588 and 384 passengers respectively.—*Port Jervis Gazette*."(*Carbondale Leader*, September 15, 1899)

One of the excursionists who arrived in Carbondale on September 14, Alonzo Williams, spent his boyhood in Carbondale: In the *Carbondale Leader* of September 15, 1899, we read:

**"AFTER TWENTY-FIVE YEARS. / Alonzo Williams Finds Many Changes in Carbondale. / The attractions of Farview do no wane, even if competitors are striving to attract to other points.** Yesterday, the excursion from New York and New Jersey points brought with it Alonzo Williams, of Patterson, N. J., whose boyhood was spent in Carbondale. He left Carbondale in 1851, and had visited it the last time about twenty-five years ago. He noticed the great changes made since his visit in the growth of the town, but greater in the absence of all his school boy mates. As he named them, one after another, the only answer we could give him was 'They are dead.' Mr. Williams now has an office on Wall street, New York. / Most of the excursionists were greatly disappointed in realizing the pleasures they left home to enjoy. They came out for a summer day ride but nearing Farview, 1900 feet above the homes they left, they found they needed winter clothing, instead of the summer attire they had on, and their complaint was that they were nearly frozen." (*Carbondale Leader*, September 15, 1899)

There are financial benefits from historical tourism, as we learn from the following notice that was published in the *Carbondale Leader* on the day after the huge Erie excursion to Carbondale on September 14:

**“Cleared \$46.** / The Trinity Guild, who served luncheon to the excursionists from New York yesterday cleared about \$46.” (*Carbondale Leader*, September 15, 1899)

An update on the current work on the Honesdale Branch was published in the *Carbondale Leader* of September 15, 1899. From that article, we learn that:

- The South Canaan Loop, when completed, will take the place of Planes 9, 10, 11, 12, 18, 19 and 20.
- The construction activity on the 7-mile track down the mountain from Farview to Waymart has the appearance of hustle and bustle, and it is no doubt the busiest scene that this part of the country has ever seen. The whole is a series of cuts and embankments making the most of the work entailed, excavating.
- Near Cold Spring nearly two hundred men are engaged in changing the sharp curve at that place. The new line makes the track several rods longer at this point and throws it off the present road bed entirely. Here also temporary construction tracks have been laid, trestles have been built and dump cars and a steam shovel are in use.
- At Shepherd’s crook the excavating and filling is about complete, the extension of the track for the switchback following the side hill in a curve instead of crossing the canon. At the head of the canon it crosses the place where the falls were, on an embankment the water passing through three immense iron pipes at the overflow of the small dam, which is used to supply Vandling breaker with water.

Here is that article, which is titled “Operations on the New Branch”:

**“OPERATIONS ON THE NEW BRANCH. / Hustling the Work on All Sections—Line of the New Route Down the Mountain Side.** / The new route from Farview to Waymart by rail that will take the place of the three inclined planes that are at present used to overcome the elevation there is one that has entailed much skillful engineering and as the work of following out the lines laid by the engineers progresses many difficulties that had to be overcome are more readily seen. The new track will join the old road bed about a quarter of a mile this side of Farview station running directly in the general trend of the old tracks for a short distance, then making a sweeping curve to the right. It continues in an almost straight line down the mountain side to the Swackhammer farm where it begins the curve that turns it in the direction of Waymart. / The scene all along this line is a busy one, and here are seen the most modern methods of railroad building. The appliances named in yesterday’s paper are all in active operation. Everything has the appearance of hustle and bustle, and it is no doubt the busiest scene

that part of the country has ever seen. The whole is a series of cuts and embankments making the most of the work entailed, excavating. The irregularity of the land is illustrated by the fact that in one place an embankment is made perhaps, fifteen feet high, while near it will be a cut ten or twelve feet deep. Of course the earth taken from the cut is used to form part of the embankment. / The place where the new track will rejoin the old road has not yet been determined, the surveyors being still engaged in running lines in the vicinity of Waymart. / There are active road building operations nearer home, however than at Farview for near cold spring nearly two hundred men are engaged in changing the sharp curve at that place. The new line makes the track several rods longer at this point and throws it off the present road bed entirely. Here also temporary construction tracks have been laid, trestles have been built and dump cars and a steam shovel are in use. / At Shepherd's crook the excavating and filling is about complete, the extension of the track for the switchback following the side hill in a curve instead of crossing the canon. At the head of the canon it crosses the place where the falls were, on an embankment the water passing through three immense iron pipes at the overflow of the small dam, which is used to supply Vandling breaker with water. Here, contrary to the general supposition, the grade is very slight, there being none to overcome except in ascending to the extension and from there to the grade of the old road bed about an eighth of a mile above the crook."(*Carbondale Leader*, September 15, 1899, p. 2)

Only two employees remain in the D&H Machine Shop, Foreman Johnson and Michael Kelly, both of whom have worked for a great many years in that shop. With the evolution of the new Honesdale branch most of the skilled mechanics who worked in the D&H Machine Shop, which was erected in 1848, were transferred to the locomotive shops on the 'flats': On a newspaper clipping dated Friday, September 29, 1899, in one of the Gritman scrapbooks, we read:

**"The Changes of Time. / The abandonment of the Delaware and Hudson gravity road has brought stillness to many former scenes of activity about the city and in the changes still going on there is a prospect of further gloom.** / Near the head of Main street stands the machine shop in which a vast amount of work for the old road has been turned out yearly for the past half century. It is a substantial stone structure bearing a plate in its southern end which shows it to have been erected in 1848. From the cupola which surmounts it still rings out the bell that has tolled the hours of each night almost from time immemorial. / Many men have been employed here in years gone by. But today only two of the faithful old employes remain. The evolution of the new Honesdale branch has taken most of its skilled mechanics to the locomotive shops on the 'flats.' The last to be transferred were foreman Johnson and Michael Kelly: men who had spent a life time in the still substantial and imposing structure and whose departure must have seemed to them like a change of home. / Whether the old machine shop is soon to lose its place among the productive agents of the company cannot be said. But when it does finally close its doors there will have passed from the city what was a generation ago a centre of industry and

one of Carbondale's leading supports. It will be looked back upon with veneration and regret by those who have toiled within its walls." (from Gritman scrapbook, dated Friday, September 29, 1899)

2014

## October 1899

In the October 2, 1899 issue of the *Carbondale Leader*, it was announced that Harry C. Wolcott who, for many years, was in charge of the through freight train between Carbondale and Wilkes-Barre, is now in charge of the construction of a railroad yard and three bridges in Honesdale. George Auger is also there, and he is in charge of the construction train that is now filling the former canal basin. In filling in the canal basin, the same construction apparatus that was used in the construction of the coal storage facility on the former Anthracite Park site in Carbondale is being used (see the article given above titled "Big Changes Are Coming, *Carbondale Leader*, July 20, 1899). About this construction work in Honesdale, we read the following in the *Carbondale Leader* of October 2, 1899:

**'HONESDALE ASTONISHED. / All the Maple City Residents Turn Out to See the Dirt Scraper Last Week.** / Harry C. Wolcott, who for a long time has had charge of the through freight between this city and Wilkes-Barre, is now engaged in the service of the Delaware and Hudson company at Honesdale, where he has charge of the construction of a railroad yard and three bridges. It is probable the work will not be completed before spring. George Auger is also there in charge of a construction train, and is engaged in filling the basin. / The Wayne Independent says: The large 'flats' which are used for the construction train arrived from Carbondale on Wednesday and Thursday. George Auger, of Carbondale, who was with Company E, Thirteenth regiment, Pennsylvania Volunteers will act as conductor of the new train. Calvin Kimble, of Carbondale, engineer of No. 39 and Howard Fitch, of No. 16, fireman. The train consists of two sections of nine cars each and while one section is being loaded at Seelyville the other will run to Honesdale and [be] unloaded by the patent car shoveler which came here on Wednesday. The second train load of dirt was unloaded by this patent device on Thursday afternoon and was witnessed by a large number of town people who never saw anything of the kind before. Conductor Harry Wolcott, of train No. 11, says that at Anthracite park, Carbondale, 96 cars were unloaded and the dirt leveled each day at the average rate of one a minute. It is not expected that as many will be loaded here because of want of track room." (*Carbondale Leader*, October 2, 1899, p. 6)

A very informative article on recent D&H activities, titled "Through Trains to New York," was published in the October 7, 1899 issue of the *Carbondale Leader*. From that article we learn that:

- On Friday, October 6, 1899, D&H Vice President H. C. Young, D&H Superintendent C. R. Manville, D&H chief Engineer McMartin, and Honesdale Branch Superintendent McMullen were in Honesdale on a tour of inspection.
- The filling of the canal basin is being pushed forward. A steam shovel is to be put at work in the culm bank opposite the station and a dirt train will move the culm into the basin.
- The location of the retail coal pockets and freight depot has not been settled.
- The coal office at Honesdale, which is occupied by William Muir and H. J. Conger, will be torn down. It is expected that the new passenger depot will be erected nearly on the site of the coal office.
- The Erie cars will now come to the new Union Depot in Honesdale (heretofore the Erie company's passengers have been landed in Texas township, half a mile away), which means that the Erie depot in Texas Township will probably be abandoned.
- The present Delaware and Hudson depot at Honesdale will be converted into a freight house.
- It is expected that the improved Honesdale branch of the Delaware & Hudson road will be in full operation by January 1<sup>st</sup>, 1900.

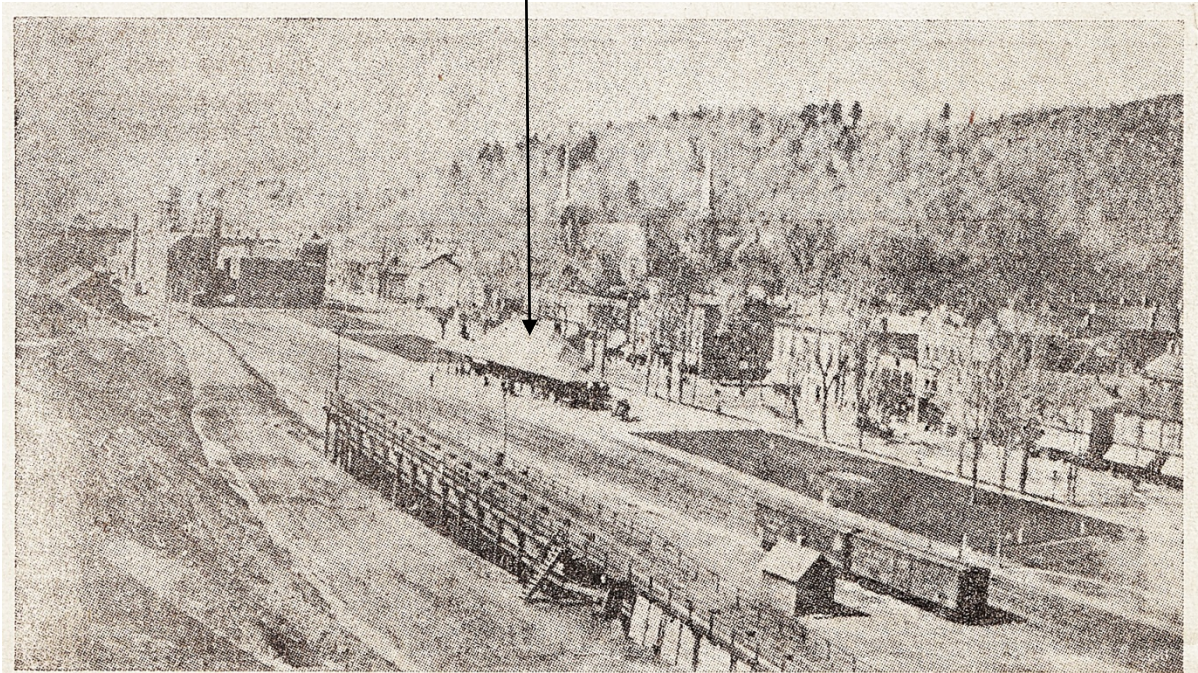
Here is the complete text of that article:

**“THROUGH TRAINS TO NEW YORK. / That Is What the Proposed New Union Depot at Honesdale Means—Progress Made, so Far.** / Vice president H. C. Young, superintendent C. R. Manville, chief engineer McMartin and assistant superintendent McMullen of the Delaware and Hudson were in Honesdale yesterday on a tour of inspection. The filling of the canal basin is being pushed forward. A steam shovel is to be put at work in the culm bank opposite the station and a dirt train will move the culm into the basin. The location of the retail coal pockets and freight depot has not been settled. / The coal office there which is occupied by William Muir and H. J. Conger will be torn down. It is expected that the new passenger depot will be erected nearly on the site of the coal office. / The officials gave out today that the Erie were coming to the new station. This will mean through trains from Carbondale to New York. / Heretofore the Erie company's passengers have been landed in Texas township, half a mile away. The present Delaware and Hudson depot at Honesdale will be converted into a freight house. / This was the first published official announcement that the Erie and Delaware & Hudson companies have come to an agreement as to their business in Honesdale, and the importance of it will be appreciated by the people of the community. The new arrangement will be a great convenience and a saving of time and money to the patrons of the Erie road. It probably means the abandonment of the Texas depot. / The change may tend to increase the passenger traffic of the Erie & Wyoming road, but that is problematical and dependent on the time that can be made on the improved Honesdale branch of the Delaware & Hudson road, which is expected will be in full operation by January 1<sup>st</sup>, 1900. / It has been the ambition of the Erie for many years to get into Honesdale proper, but the Delaware & Hudson held the key to the situation and until now chose to keep the Erie out.” (*Carbondale Leader*, October 7, 1899, p. 6)



Here is a photograph of the new Union Depot that was taken not long after the depot was constructed. This photo was published on page 2 of the September 5, 1968 issue of the *Wayne Independent*.

Union Depot, Honesdale, PA



**UNION RAILROAD DEPOT, MAIN STREET, HONESDALE** — Note the wide open spaces north and south of the depot. North of the railroad station now is Steve's Diner and the Wayne Commercial Building, occupied by Pratt's Store, the Commercial School, George Stanton, typewriters and supplies, and Dr. Lyman Spencer, dentist. South, we now have the Honesdale Post Office. The station, itself an attractive stone structure, was razed and replaced by the Richfield Gas Station, now operated by Tiel Brothers.

*Union Depot, Main Street, Honesdale*

The first accident on the new D&H locomotive road took place on October 12, 1899, when Howard Hallett, a brakeman on the Lackawanna switch engine, who was riding on the pilot and was leaning outward, was struck by a car on the opposite track and thrown under the locomotive and dragged some distance. Here is the report on this accident that was published in the *Carbondale Leader* of October 13, 1899:

**"Brakeman Injured. / First Accident on the Delaware & Hudson Branch. / HONESDALE, Oct. 13. /** The first accident on the Delaware & Hudson branch since it became a locomotive

road, happened yesterday afternoon to Howard Hallett, a brakeman on the Lackawanna switch engine. He was riding on the pilot, leaning outward, and was struck by a car on the opposite track and thrown under the locomotive and dragged some distance. / Dr. C. E. Foster was called and found that one arm was badly crushed and his head and body badly bruised. The extent of his injuries could not be told, as he was supposed to be hurt internally." (*Carbondale Leader*, October 13, 1899, p. 2)

On the morning of October 19, 1899, between 30 and 40 workmen engaged in excavating for the projected improvements on the new D&H Honesdale Branch, "quit work upon the refusal of the company to grant their demand for a raise in wages from \$1.15 to \$1.35." There were also labor problems at Waymart among the D&H workmen because "their demand for a raise from \$1.35 to \$1.50" was refused by the D&H. It would be interesting to know who the leaders of/spokesmen for these disgruntled D&H employees were. Historically, the D&H never acceded to "demands" from employees. There is a difference between "making demands" and "negotiating." About these labor troubles, we read the following in the October 19, 1899 issue of the *Carbondale Leader*:

**"LABOR TROUBLE ON THE BRANCH. / Workmen Engaged at Honesdale and Waymart Strike for Higher Wages.** / At Honesdale this morning between thirty and forty of the workmen engaged in excavating for the projected improvements on the new Delaware and Hudson branch quit work upon the refusal of the company to grant their demand for a raise in wages [emphasis added] from \$1.15 to \$1.35. / The striking workmen endeavored to get others engaged in work to quit with them but their efforts were unsuccessful and a large number are still engaged there, so that the work will not be materially delayed. / There is also a report of trouble at Waymart among the company's workmen, their demand for a raise [emphasis added] from \$1.35 to \$1.50 being refused and it is said that serious trouble is likely to result." (*Leader*, October 19, 1899, p. 4)

With the conversion of the Gravity Railroad to a steam locomotive railroad, the D&H no longer had any need for horses, and the company barns in the rear of the local coal office on Salem Avenue were closed. With the closing of those barns, the services of Louis Bush and Bernard Mullady were no longer needed. Louis Bush, one the most experienced and capable horsemen in Pennsylvania, worked in those barns for over 30 years, having come to Carbondale from Pleasant Mount to assume charge of the purchasing and care of the company's horses in this section, succeeding the late Emmons Eaton. Here is the announcement of the closing of the D&H barns in Carbondale that was published in the *Carbondale Leader* of October 24, 1899:

**"TO BE CLOSED. /Delaware and Hudson Gravity Railroad Barns in This City no Longer Scenes of Activity.** / The echoes of the announcement of the abandonment of the Delaware & Hudson gravity road are still being heard although that melancholy event became a fact many

months ago. The old road has gradually disappeared and with it has gone many of the things that were necessary to its maintenance. / Among the last to disappear as places of activity are the company barns in the rear of the local coal office on Salem avenue. The horses which were kept there were generally employed on the gravity system and as their usefulness is at an end in this capacity the barns will be vacated and closed, it is said. / This relieves of their responsibilities several of the oldest and most trusted of the company's employees. Louis Bush will on November 1 sever his connection with the corporation he has been so prominently connected with for thirty years. He came to this city from Mt. Pleasant to assume charge of the purchasing and care of the company's horses in this section; succeeding the late Emmons Eaton. He is one of the most experienced and capable horsemen in Pennsylvania and during his service with the Delaware & Hudson there have been no mistakes and few losses in his department. / Another old and valued employe who leaves the service of the company is Bernard Mullady; who, however, remains in the personal employ of superintendent Manville." (*Carbondale Leader*, October 24, 1899, p. 5)

On the afternoon of October 24, 1899, Engine No. 76, drawing four passenger and several freight cars, near Bushwick, ran into a lot of loaded coal cars. The accident happened because of a misplaced switch. Did someone "forget" to re-set a switch? Was this a conscious malicious act? None of the passengers was injured, but the engineer, O. E. Histed injured one of his legs. Here is the report on the accident that was published in the *Carbondale Leader* of October 25, 1899:

**"SWITCH MISPLACED. / Serious Wreck Narrowly Averted on the Honesdale Branch. /** This forenoon what might have been a serious wreck on the Honesdale branch, was miraculously averted but just how no one can tell. The accident happened near Bushwick. It appears that the switch was misplaced, so when engine No. 7 drawing four passenger and several freight cars came along, it ran into a lot of cars loaded with coal. The front end of the engine was battered and broken, but no other damage of any consequence was done to the train. / The passengers were badly shaken up, but no one was injured. O. E. Histed, the engineer, who lives on Belmont street, has one of his legs injured, but not seriously. The train was in charge of conductor Pierce. This same engine was badly smashed about a month ago in the yard near the old depot, and this was its first trip since being repaired." (*Carbondale Leader*, October 25, 1899, p. 5)

Fine tuning of the roadbed of the Honesdale branch, we read in the *Carbondale Leader* of October 27, 1899, was underway in late October 1899. Among the improvements made are the following:

- Several sharp curves have been done away with between the city station and Lincoln Avenue.

- Some fifty men are employed at Keen's widening out the track, to accommodate the new condition of affairs.
- The D.& H. are making preparations to put in a stone arched bridge at the outlet of Keen's Pond.

Here is that article:

**“ON THE BRANCH. / Changes That Are Being Made Along the Line.** / Several sharp curves have been done away with on the Honesdale branch between the city station and Lincoln avenue. The distance has also been considerably lessened. / Some fifty men are employed at Keen's widening out the track, to accommodate the new condition of affairs. The D.& H. are making preparations to put in a stone arched bridge at the outlet of the lake.” (*Carbondale Leader*, October 27, 1899, p. 2)

On the occasion of the one year anniversary of the announcement of the closing of the Gravity Railroad on October 28, 1898, it was discovered that all was well in Carbondale and that no great disaster had been visited upon Carbondale during the year just ended. On the contrary, as the *Carbondale Leader* noted, “there is more work to be had today and a greater degree of prosperity is evident [in Carbondale] then existed in 1898.” As the *Carbondale Leader*, again, noted, appropriately, “It has been a year of important changes and yet in this continually changing new world the greatest upheavals occasion but temporary attention and alarm [emphasis added].” Here is the article from the *Carbondale Leader* about this one-year anniversary:

**“After One Year.** / Just one year ago today there was posted on the general office of the Delaware & Hudson in this city a notice signed by second vice president H. G. Young to the effect that the gravity road of the corporation between Carbondale and Honesdale was to be abandoned. The announcement brought with it general consternation. In fact there was almost a panic in financial circles for a time. It was soon seen, however, that a majority of the fears of the people were groundless, and one year from the posting of that fateful notice we find no great disaster has been visited upon the city. / In fact there is more work to be had today and a greater degree of prosperity is evident then existed in 1898. The road quickly passed out of our midst, people adjusted themselves to new conditions and today almost nothing is heard of the old gravity system. It has been a year of important changes and yet in this continually changing new world the greatest upheavals occasion but temporary attention and alarm.” (clipping in a Gritman scrapbook dated SATURDAY, OCTOBER 28, 1899; clipping probably from the *Carbondale Leader*).

Two very interesting rumors were included in the article titled “New D. & H. Movements” that was published in the October 31, 1899 issue of the *Carbondale Leader*. Rumor No 1: That the D&H intends to make a short route (about 5 miles shorter) to Honesdale for all coal south of Jermyn by having a steam locomotive pull the loaded coal cars up the Gravity light track and connect with the Honesdale branch at Bushwick and then proceed on to Honesdale; Rumor No. 2: That the D&H will construct a railroad yard somewhere between Jermyn and Carbondale. Here is that article from the *Carbondale Leader*:

**“NEW D. & H. MOVEMENTS. / . . . Another Railroad Yard . / A NEW YARD.** / A resident of Jermyn says:--The old gravity road just east of that town that has not been used for some time will soon be in operation. The track is being widened to the standard gauge, and it is said that within a short time coal will be hauled over it. Rumor has it that the Delaware & Hudson intends to make it a short route to Honesdale for all coal south of Jermyn. By going up the old gravity road and connecting with the Honesdale branch at Bushwick and thence to Honesdale about five miles is saved. At present all coal going to Honesdale must go first to the Carbondale yard. It is also rumored that there will be a railroad yard somewhere between that town and Carbondale.” (*Carbondale Leader*, October 31, 1899, p. 2)

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## **November 1899**

An historically very interesting—and fact filled—article about the D&H was published in the November 1, 1899 issue of the *Carbondale Leader*. From that article we learn that:

- The engines from 13 and 13 ½ planes were let down the latter plane on Monday morning and transferred to standard cars.
- A car load of rails got away at the head of the plane at Waymart on Monday morning and was thrown from the track at the first safety switch. The accident delayed the passenger train about a half hour.
- A number of pieces of the rails used on the track on which the Stourbridge Lion ran, have been found in Rippel’s turn. One of the first car wheels was also unearthed there. It differs from those of today, in that modern car wheels are cast solid. The ancient ones were made with rim, spoke and hub. (Location of Rippel’s turn not yet learned. William Rippel was the brakeman on the first passenger train running between Honesdale and Carbondale, on April 5, 1877. Samuel Penwarden was the conductor.)
- One year ago last Saturday (October 28, 1898) H. G. Young, vice president of the Delaware & Hudson Canal company posted notice in Honesdale that on and after January 1<sup>st</sup>, 1899, the gravity railroad would be abandoned. The paper on which the order was typewritten is still tacked on the coal office there, but the words have become obliterated by the action of the atmosphere.



- Locomotive No. 80 is now doing yard duty at Honesdale and hauling material for the masons, conductor Wolcott having charge.
- The engine *Lackawanna* was retired with the little *Honesdale*, but was ordered out again on Tuesday for a few days' more service.
- Mr. Powderly has completed his task of burning old gravity coal cars at Honesdale. There were 388 destroyed on the dock just below the depot.

Here is the complete text of that article:

**“COMPLETING ‘THE BRANCH.’ / What is Now Being Done on the New Railroad to Honesdale—A Curious Find.** / The engines from 13 and 13 ½ planes were let down the latter plane on Monday morning and transferred to standard cars. / A car load of rails got away at the head of the plane at Waymart on Monday morning and was thrown from the track at the first safety switch. The accident delayed the passenger train about a half hour. / A number of pieces of the rails used on the track on which the Stourbridge Lion ran, have been found in Rippel’s turn. One of the first car wheels was also unearthed there. It differs from those of today, in that modern car wheels are cast solid. The ancient ones were made with rim, spoke and hub. [emphasis added] / One year ago last Saturday H. G. Young, vice president of the Delaware & Hudson Canal company posted notice in Honesdale that on and after January 1<sup>st</sup>, 1899, the gravity railroad would be abandoned. The paper on which the order was typewritten is still tacked on the coal office there, but the words have become obliterated by the action of the atmosphere. / On Monday the gravel train which has been engaged at Keen’s was abandoned for a time and locomotive No. 80 is now doing yard duty at Honesdale and hauling material for the masons, conductor Wolcott having charge. The engine *Lackawanna* was retired with the little *Honesdale*, but was ordered out again on Tuesday for a few days’ more service. / Mr. Powderly has completed his task of burning old gravity coal cars at Honesdale. There were 388 destroyed on the dock just below the depot.” (*Carbondale Leader*, November 1, 1899, p. 2)

A short, but fact-filled, article about the operations on the new Honesdale Branch was published in the November 10, 1899 issue of the *Carbondale Leader*. From that article we learn:

- It is thought that the entire road between Honesdale and Carbondale will be fully equipped and the large yellow coaches running over it by January 1, 1900.
- Early in January 1900, a through car will be run each way between Honesdale and Wilkes-Barre.
- Some five miles of the heavy rails have already been laid west of Farview. There are several gangs of track layers putting in the heavy rails between Honesdale and Waymart.
- A turn table 65 feet in diameter is to be put in at the lower end of the Union docks. Work on same will begin at once and be rushed to completion.

- The new union station soon to be erected in Honesdale, will be one of the finest and handsomest along the entire Delaware & Hudson system. It is understood that Conrad Schroeder of Scranton has the contract.

Here is that article from the November 10, 1899 issue of the *Carbondale Leader*:

**“GRAVITY NOTES. / Notes of Operation Along the New Honesdale Branch.** / It is thought that the entire road between Honesdale and Carbondale will be fully equipped and the large yellow coaches running over it by Jan. 1, 1900. Early in January a through car will be run each way between Honesdale and Wilkes-Barre. / Some five miles of the heavy rails have already been laid west of Farview. There are several gangs of track layers putting in the heavy rails between Honesdale and Waymart. / A turn table 65 feet in diameter is to be put in at the lower end of the Union docks [emphasis added]. Work on same will begin at once and be rushed to completion. The new union station soon to be erected in Honesdale, will be one of the finest and handsomest along the entire Delaware & Hudson system. It is understood that Conrad Schrader [Schroeder] of Scranton has the contract.” (*Carbondale Leader*, November 10, 1899, p. 3) Schroeder

In the November 11, 1899 issue of the *Carbondale Leader*, it was announced that the Delaware Valley and Kingston Railroad Company will build a rail line from Lackawaxen, connecting with the Erie & Wyoming Valley railroad at that point and extending to Kingston, N. Y. following the line of the Delaware & Hudson canal.

The directors of the new company:

From New York City:

- Samuel D. Coykendall, of Kingston, N. Y., president of the Cornell Steamboat Company and the Ulster and Delaware Railroad company, and also representing the great cement interest of Rosendale
- Edward L. Fuller, of Scranton, representing the independent coal operators of this region
- Frederick P. Olcott, president of the Central Trust company
- Samuel Thorne, president of the Pennsylvania Coal company
- George G. Williams, president of the Chemical bank

- William V. S. Thorne. Vice-president of the Pennsylvania Coal company
- James N. Jarvis, head of the firm of Arbuckle Bros.
- John W. Sterling

From Stamford, CT:

- Walter Ferguson

The officers of the Delaware Valley and Kingston Railroad Company are:

- W. V. S. Thorn, president;
- George H. Church, secretary and treasurer;
- Charles E. Webster, chief engineer.

The capital stock of the company is fixed at \$2,500,000, on which \$250,000 has already been paid in cash.

Here is that article about the Delaware Valley and Kingston Railroad Company:

**"ALONG THE D. & H. CANAL. / A Railroad Projected to Run Along the Old Tow Path to Kingston, N. Y. /** Announcement is made that the Delaware Valley and Kingston Railroad company has been organized by interests identified with the Pennsylvania Coal company and others owning anthracite coal properties in this section of the country. It is proposed to build a line from Lackawaxen, connection with the Erie & Wyoming Valley railroad at that point and extending to Kingston, N. Y. following the line of the Delaware & Hudson canal. / The directors of the new company are: Samuel D. Coykendall, of Kingston, N. Y., president of the Cornell steamboat company and the Ulster and Delaware Railroad company, and also representing the great cement interest of Rosendale; Edward L. Fuller, of Scranton, representing the independent coal operators of this region; Frederick P. Olcott, president of the Central Trust company; Samuel Thorne, president of the Pennsylvania Coal company; George G. Williams, president of the Chemical bank; William V. S. Thorne. Vice-president of the Pennsylvania Coal company; James N. Jarvis, head of the firm of Arbuckle Bros., and John W. Sterling, all of New York city and Walter Ferguson, of Stamford, Conn. / The officers of the company are: W. V. S. Thorn, president; George H. Church, secretary and treasurer; and Charles E. Webster, chief engineer.



The capital stock of the company is fixed at \$2,500,000, on which \$250,000 has already been paid in cash. / This, with the projected extension of the main line of the Erie across Wayne county, will work a number of important changes in this section. The latter story seems to come from Honesdale and is being used to boon that place and Beach lake. It has been printed a number of times before but its consummation would be of much benefit to that section and to the company." (*Carbondale Leader*, November 11, 1899, p. 6)

Two days later, November 13, 1899, a second article on the proposed Delaware Valley and Kingston Railroad from Hawley to Kingston, NY was published in the *Carbondale Leader*. Here is that article:

**"THE NEW RAILROAD. / Plans for Rushing the Line to an Early Completion.** / Saturday last, S. D. Coykendall, whose foresight contributed the D. & H. canal bed to the new railroad enterprise from Scranton secured possession of all the Delaware and Hudson company's real estate on both sides of Rondout creek, between Kingston and Eddyville, including the big coal pockets at the terminus of the old canal. The consideration was 150,000. It is possible that the new company will lighter [?] its coal from Kingston to New York. It was at first understood the new line would reach New York from Kingston over the West Shore. / As stated the new line will be built from Hawley. The charter calls for a road from Lackawaxen to Kingston, but actually it will be from Hawley. The link between Hawley and Lackawaxen will be built as an extension of the Erie and Wyoming. / The latter road was originally built to Lackawaxen but the section between Hawley and Lackawaxen was leased to the Erie and that lease is still in force for a number of years yet. The new company cannot wait for the expiration of the lease and not being willing to have itself tied up with the Erie even for so short a distance, decided to build another line between Hawley and Lackawaxen and have a thorough independent route from end to end. / The organization of the new company of course means the death or at least indefinite shelving of the New York and Wyoming, the much talked of independent operators' road." (*Carbondale Leader*, November 13, 1899, p. 2)

From a newspaper clipping, titled "A Thing of the Past," in one of the Gritman scrapbooks in the collection of the Carbondale Historical Society, clipping dated "SCRANTON, PA., NOVEMBER 13, 1899," we learn that:

- The dismantling of the cars on the Gravity Railroad (removing wheels, bars, and bolts from the wood), which has been going on for the past three months, has been completed.
- The filling in of the canal bed and the laying of the new track is nearly completed.
- A large freight switch has been placed near the old dock.

- There is a level space near the old dock which, when the steam shovel has removed the banks of culm and dirt, will be transformed into a large yard for the storing of cars.
- The ‘Union Docks,’ which for many years past have served for a loading station for the canal boats, have been dismantled and the large timbers are being shipped to Hoadley’s, together with the screens and chutes, which will be used in Ferber Bros.’ culm washery at that place.
- The removal of the gravity and the laying of a steam road has made Honesdale boom, and there is no question about the future of the place.

Here is that article:

**“A THING OF THE PAST / The Dismantling of the Old Gravity Road Finished—All the Old Cars Now in a Monster Scrap Heap. /** The old Gravity railroad on which the famous ‘Stourbridge Lion’ made its first run, is a thing of the past. The work of dismantling the cars and removing the iron has been going on for the past three months, the last car being piled on the scrap heap last week. There are now acres of scrap iron and remains of the old Gravity cars at the Honesdale ‘dumps’ of the Delaware and Hudson company. Wheels, bars and bolts are piled on one side while on the other side is a huge mass of woodwork awaiting the torch. / The filling in of the canal bed and the laying of the new track is nearly completed. A large freight switch has been placed near the old dock. There is a level space near the old dock which, when the steam shovel has removed the banks of culm and dirt, will be transformed into a large yard for the storing of cars. / The ‘Union Docks,’ which for many years past has served for a loading station for the canal boats, has been dismantled and the large timbers are being shipped to Hoadley’s, together with the screens and chutes, which will be used in Ferber Bros.’ culm washery at that place. / To those who visited the Maple City 20 years ago the changes made would seem overwhelming. Where the canal once placidly lay now runs a railroad, and where the Gravity cars were pulled over the mountain by cables a steam road is found. / The removal of the gravity and the laying of a steam road has made Honesdale boom, and there is no question about the future of the place.” (clipping in a Gritman scrapbook, dated “SCRANTON, PA., NOVEMBER 13, 1899)

From an article about the Delaware Valley and Kingston Railroad that was published in the November 15, 1899 issue of the *Carbondale Leader*, we learn that the work of building that railroad will begin as soon as the railroad commissioners of the state of New York have granted permission to do so and will be vigorously prosecuted until the road is completed. When finished it will give employment to about 3,000 men, 1,000 of whom will find work in Kingston. It is expected that the road will carry about 3,000,000 tons of coal a year, all of which will be distributed from Kingston to points east and south. Here is that article:

**"THE NEW ROAD IS ASSURED. / What the President of the Chemical Bank Says of the Delaware Valley & Kingston Project.** / The map of the proposed Delaware Valley and Kingston railroad has been filed in the Ulster county N. Y. clerk's office. It shows the route to be followed by the new railroad from its terminus in Kingston to Lackawaxen, which is substantially that of the old Delaware & Hudson canal. As the entire right of way is practically controlled by S. D. Coykendall, the work of building the new road will begin as soon as the railroad commissioners of New York state have granted permission and will be vigorously prosecuted until the road is completed. When finished it will give employment to about 3,000 men, 1,000 of whom will find work in Kingston. It is expected that the road will carry about 3,000,000 tons of coal a year, all of which will be distributed from Kingston to points east and south, making that place one of the most important coal distributing centers in the United States. / After leaving Kingston the new road will go to Eddyville, and thence through Creek Locks, Rosendale, High Falls, Alligerville, Kerhonkson, Port Hixon, Port Benjamin, Napanoch, Ellenville, Phillipsport, Summitville, Wurtsboro, Westbrookville, Cuddebackville, Port Jervis, thence northward and westward through Mongaup, Pond Eddy and Barryville. / The new railroad will cross the New York, Ontario & Western at Summitville. It will run parallel with the Port Jervis & Monticello railroad from Port Jervis to Summitville, and with the Ellenville branch of the New York, Ontario & Western railroad from Summitville to Ellenville. It will also run parallel with the Erie railroad from Lackawaxen to Port Jervis. / It goes without saying that a railroad which contains in its board of directors the president of the Chemical bank of New York, the president of the Central Trust company of that city, and the head of the great firm of Arbuckle & Company, will not have to seek outside financial aid. One-half of the capital stock of \$2,500,000 has already been subscribed for. / A good many people think they see a close connection between the new road and the Monticello, and believe that the managers of the new scheme are behind the recent Monticello deal and that the latter company's franchise and property will be absorbed and its line of road utilized in the construction of the new line. / It is assumed that the granting of a charter for the road will be actively opposed by the Erie, as the latter's coal business may be injuriously affected. The application must be made before the railroad commission of New York state who have power to withhold a franchise if, in their judgment, the projected road is not a necessity. / George G. Williams, president of the Chemical National bank, one of the directors of the Pennsylvania Coal company and also of the Delaware Valley and Kingston Railroad company said in regard to the new road, as quoted: 'We propose to push his line through. The Pennsylvania company is determined to have a line of its own from the coal fields right to tidewater. By building our line on the bed of the old Delaware and Hudson canal, we will bring the cost of construction down to a surprisingly low figure. It will cost us only \$35,000 a mile, as against \$400,000 a mile, the cost to some of the big coal carrying roads. / The organization of the new road means that the coal company intends to carry its own products to tidewater, and I guess it will carry more of the product than its own. The Pennsylvania Coal Company doesn't produce so very much, but it is very strong and rich. Its stock sells for about \$400 a share and it usually carries through what it undertakes.' (*Carbondale Leader*, November 15, 1899, p. 2)

On November 16, 1899, Joseph Golden, who lived with his uncle Martin Golden on Scott Street, was critically injured when he jumped from a moving Gravity car and fell in such a manner that the train ran over both legs, the left one was severed near the body and the right one was crushed to the knee. He was dragged some distance. He died at the Emergency hospital at 8 o'clock that night. Here is the complete account of the accident that was published in the *Carbondale Leader* of November 17, 1899:

**"THE ACCIDENT PROVED FATAL. / Joseph Golden Who Was so Badly Injured Yesterday Died at the Hospital Last Night.** / Joseph Golden , 16 years of age, who lived with his uncle Martin Golden, on Scott street, died at the Emergency hospital at 8 o'clock last evening. Soon after the dinner hour yesterday, the lad had started to get a pail of water. / He got onto a passing gravity train, which would take him to the house where he could get the water, and as he attempted to get off, he fell in such a manner that the train ran over both legs, the left one was severed near the body and the right one was crushed to the knee. He was dragged some distance. When picked up he was still conscious. / Dr. Kelly, who was summoned, temporarily dressed both limbs, and the lad was taken to the hospital in the ambulance. He was employed at and worked around No. 1 shaft. A mention was made in the LEADER, of the case yesterday, but the unfortunate lad's name was misprinted. / Joe possessed a bright and sunny disposition, and had many friends not only among his young playmates but all who knew him. His sad death should be a warning to all of the great danger there is in attempting to board a train in motion. The funeral will be held at three o'clock Sunday afternoon." (*Carbondale Leader*, November 17, 1899, p. 5)

Among the details that we learn about the proposed Delaware Valley and Kingston Railroad that was published in the *Carbondale Leader* of November 17, 1899 is that the headquarters of the company will be in Port Jervis, NY. Here is that article:

**"THE NEW RAILROAD. / Headquarters of the New D. V. & K. Will Be in Port Jervis.** / Charles E. Webster, chief engineer of the proposed Delaware Valley and Kingston railroad, and his draftsman, J. Elfgeon have opened head quarters in Port Jervis. To a reporter he said that the new line will be a comparatively straight railroad. It will be a one track road at first, but after the road is completed, another track will be built, making one for east-bound trains and one for west-bound trains. From a survey which has been made the reporter was informed by Mr. Webster that the road would practically be devoid of hills or elevations. / The only grade there will be is about three or four miles in length at the Neversink crossing, in Cuddebackville. The grade at that place will be about 15 feet to the mile. The greater part of the road will be built on the tow path, but in places the ditch, formerly used for canal purposes, will be filled in and be used as a roadbed, where it is necessary. The curves will be taken out, and it will be quite a straight road. / He informed the reporter that the western terminus of the new railroad will be at Hawley and the

eastern terminus at Kingston, N. Y. Lackawaxen will be the terminus of the New York division of the road, and Port Jervis will be the headquarters of the company." (*Carbondale Leader*, November 17, 1899, p. 6)

From an article titled "Good Bye to "The Crook" that was published in the November 18, 1899 issue of the *Carbondale Leader*, we learn that

- The horse shoe curve or Shepherd's crook on the Honesdale branch has not yet been abandoned but if the weather is favorable the change to the switchback may be made on November 19. (We have not found any evidence to indicate that the change from Crook to switchback was not made as planned, and we can, therefore, take Sunday, November 19, 1899 as the date that the change was made.)
- Many of the curves in the vicinity of the cold spring have been straightened or changed and about a quarter of a mile above White's a new branch is being laid.
- When the switchback comes into use it will be necessary to reverse the seats of the passenger cars at that point. A side track has been put in there and the engines will then be enabled to run around the trains but after again coupling on will be compelled to go backward down the mountain till Waymart is reached.
- The loop from Farview to Waymart is in course of construction and in fact all of the most important changes are almost complete. (The South Canaan Loop was completed between Sunday, November 19, 1899 and February 1, 1900; exact date not known.)
- One of the most radical of the changes recently made is at Honesdale entailing the filling of the basin, the laying of tracks for a yard and change of the grade.
- The new Union Station at Honesdale will be 25 x 80 feet, of cut stone and brick. The contract will call for the completion of the structure by January 15, 1900. Conrad Schroeder of Scranton, has the contract.

Here is that article

**"GOOD BYE TO "THE CROOK." / Change on the Branch May be Made To-morrow—**  
**Other Notes of Interest.** / The horse shoe curve or Shepherd's crook on the Honesdale branch has not yet been abandoned but if the weather is favorable the change to the switchback may be made tomorrow. Many of the curves in the vicinity of the cold spring have been straightened or changed and about a quarter of a mile above White's a new branch is being laid. When the switchback comes into use it will be necessary to reverse the seats of the passenger cars at that point. A side track has been put in there and the engines will then be enabled to run around the trains but after again coupling on will be compelled to go backward down the mountain till Waymart is reached. A turntable will probably be put in at that point.\* / At all points along the line some work is being done. The loop from Farview to Waymart is in course of construction

and in fact all of the most important changes are almost complete. / One of the most radical of the changes recently made is at Honesdale entailing the filling of the basin, the laying of tracks for a yard and change of the grade. Superintendent Manville was in Honesdale yesterday inspecting the work that has been done. The new station is to be 25 x 80 feet, of cut stone and brick. The contract will call for the completion of the structure by January 15, 1900. Conrad Schroeder of Scranton, has the contract. He was there yesterday making arrangements for commencing the work next week and it will be pushed to completion. (*Carbondale Leader*, Saturday, November 18, 1899, p. 5)

\*"There was a hand-operated turntable at Farview." John V. Buberniak, November 13, 2009

There were two turntables on the Honesdale Branch: one at Honesdale and one at Farview, both built in 1900. Both were built by the Rochester Bridge Works and consisted of 65-foot steel girder structures laid inside limestone-lined pits.

In the June 1, 1906 *Carbondale Leader*, we read the following account of an accident that took place at the turntable at Farview:

**"HORSES CAUGHT IN A TURNTABLE AT FARVIEW** / While on his way home from Carbondale, John Enslin of South Canaan, experienced an exciting and rather serious accident. The whippletree came loose from the wagon causing the tongue to drop. This frightened the horses and they immediately ran away near Farview. They followed the railroad track for a short distance until they became entangled in the turn table, when they were rescued after much damage had been done." (*Carbondale Leader*, June 1, 1906)

In the biographical portrait of Frank Ball that is published in the March 1, 1929 issue of *The Delaware and Hudson Company Bulletin* on pages 67-68, 78, we read, on page 78, the following: "When, in 1898, the track at Shepherd's Crook was abandoned and the switch-back at Panther Bluff substituted, he [Frank Ball] was at the throttle of the last engine to pass over the old, and the first to pass over the new track. For eighteen years he worked on pusher engines out of Carbondale. . ."

There is an error in that biographical portrait. Frank Ball says that he was at the throttle of the last engine to pass over the old track (Shepherd's Crook), and the first to pass over the new track (the switchback) and that he did so in 1898. The switchback was not installed until November 19, 1899.

It would not be inappropriate here to focus on Oliver D. Shepherd and Shepherd's Crook.

More on Shepherd's Crook and Oliver D. Shepherd:

In one of the Gritman scrapbooks, there is a newspaper clipping, dated November 18, 1899, with the following text thereon:

“ ‘What's in a name?’ The question has been asked many times, and if it hasn't been answered, it should be. There's everything in a name. This same thing, only in another sense, undoubtedly has been asked regarding what is known as Shepherd's Crook, on the line of the old gravity road.” (newspaper article, Saturday, November 18, 1899)

The above question is answered immediately below that clipping with another clipping. In that answer many very interesting facts about Shepherd's Crook are reported on the construction of and the height of the outer part of the loop on Shepherd's Crook:

“The cognomen [Shepherd's Crook] came about in a queer way. It was more of a joke than anything else, yet has obtained for years, and probably would continue were it not for the fact the famous curve was on Sunday [November 19, 1899] obliterated. Some of the older residents will undoubtedly remember that O. D. Shepherd, the engineer in the employ of this city, was for many years in the employ of the Delaware and Hudson company and that he had charge of the building of this part of the road. This was in 1867. Hiram March was general foreman over a force of men; and one evening while at the company's office he suggested that this peculiar curve be known as Shepherd's Crook and it has gone by that name ever since.

On the outer side [of Shepherd's Crook] there was a wall of stone thirty-five feet in height in the centre and upon this there was a crib work of another thirty-five feet and on top of this there was a trestle work of twenty-five feet in height. It was partly filled with earth and stone and some years later it was completely filled with culm. It will be remembered that where the two lines at one point in the crook paralleled that they were only seventy feet apart and one road bed was thirty-five feet lower than the other.”

The 1868 configuration of the D&H Gravity Railroad, it will be recalled, was brought into existence under the direction of O. D. Shepherd and R. Manville, with Manville completing the work begun by O. D. Shepherd on the west side of the Moosic Mountain.

Here are some newspaper clippings in which additional information is reported by about O. D. Shepherd:

“Mr. O. D. Shepherd, of the D. & H. C. Company, and wife, are again permanently stopping at the Harrison House.” (*Carbondale Leader*, October 26, 1872, p. 3)

“Mr. and Mrs. O. D. Shepherd, who have boarded at the Harrison House for the past two years, commenced housekeeping last week in Mr. Herbert’s new house on River street.” (*Carbondale Leader*, September 13, 1873, p. 2)

“Mr. O. D. Shepherd, engineer for the Archbald Water Company, will receive sealed proposals for doing the clearing and grubbing, rock excavating, cribbing, embankment, culvert masonry, trenching, etc. for the proposed work, until Tuesday, July 13, at the office of Jones, Simpson & Co., Archbald, Pa. Copies of the specifications and blank forms of contract may be obtained at the above office on and after July 7.” (*Carbondale Leader*, July 3, 1875, p. 3)

“O. D. Shepherd, formerly a resident engineer here, and wife, are the guests of Mr. and Mrs. D. O. Jones.” (*Carbondale Advance*, August 2, 1879, p. 3)

“O. D. Shepherd has resigned a superintendent of the Northwest Coal Co’s works in this city, and J. L. Crawford, superintendent of the Edgerton coal works Jermyn, has been appointed to the position formerly held by Mr. Shepherd.” (*The Journal*, June 10, 1886, p. 3)

“O. D. Shepherd, of Carbondale, a Civil engineer well known to many Scrantonians, and to whose engineering skill the Delaware and Hudson Canal Company owes the attractiveness of Shepherd’s Crook, a few miles above Carbondale, has removed to Scranton. Mr. Shepherd will open an office on Wyoming avenue.—*Republican*” (*The Journal*, February 3, 1887, p. 3)

On what date did Oliver D. Shepherd die? The original of the Physician's Certificate of Death / Undertaker's Certificate is in the files of the Carbondale Historical Society. Here is the data reported on that certificate:

Oliver D. Shepherd died, after an illness of 5 days, on January 30, 1900, of pneumonia. His age at the time of his death was 60 years, 4 months, and 26 days. He was born in New York state; his occupation: civil engineer. He was married at the time of death and lived on Washington Avenue in Scranton’s first ward for ten months prior to his death. He was buried on February 1 or 2, 1900, in Forest Hill Cemetery, Scranton.

Here is that certificate:



~ Dr Day ~

This constitutes one Certificate; to be carefully filled by both Physician and Undertaker, and taken by the Undertaker to the Office of "the Board of Health," where a permit to bury will be issued. Penalty, from five to twenty dollars.

The special attention of Physicians is respectfully invited to the remarks below.

## The Board of Health of the City of Carbondale.

"The Physician who attended any person in a last illness is responsible for the preparation of a Certificate as below indicated, and the Undertaker must file it, together with his own Certificate, in the office of the Board of Health before a permit for burial can be issued."

WRITE LEGIBLY, WITH PEN AND INK, AND SPELL CORRECTLY.

### PHYSICIAN'S CERTIFICATE OF DEATH.

1. Full Name of Deceased, *Oliver D. Shepherd*  
2. Color, *White*  
3. Sex, *Male*  
4. Age, *60* years, *4* months, *26* days.  
5. Married, Single, Widow or Widower, *Married*  
6. Occupation, *Civil Engineer*  
7. Date of Death, *Jan 30* 189*9* - 1900  
8. Cause of Death, *Pneumonia*  
9. Duration of Last Illness, *5 days*  
10. Date of Certificate, *Jan 30* 189*9* - 1900  
*John D. Day,* M. D.  
Office or Residence, No. \_\_\_\_\_ Avenue, Street, \_\_\_\_\_ Ward.

### UNDERTAKER'S CERTIFICATE

IN RELATION TO DECEASED.

UNDERTAKERS WILL PLEASE NOTE REMARKS AT THE TOP OF THIS CERTIFICATE.

11. When a Minor, { Name of Father, \_\_\_\_\_  
Name of Mother, \_\_\_\_\_  
12. Birthplace, *New York State*  
13. Residence, No. *Washington* Avenue, Street, *1st* Ward.  
14. Time of Residence therein, *10 months*  
15. Place of Previous Residence, *Scranton Pa*  
16. Place of Intended Interment, *Forest Hill Cemetery Scranton Pa*  
17. Date of Intended Interment, *Feb 1st or 2nd* 1900  
*W E Kishy* Undertaker.  
Office or Residence, No. *367 Church* Avenue, Street, *1st* Ward.

Also in a Gritman scrapbook is a short article from the Scranton newspaper, *The Republican*, with a sketch of Shepherd's Crook, based on the Hensel view of the crook. Here is the text of that article:

“The funeral of O. D. Shepard, under whose supervision the famous horseshoe bend on the D. & H. road near Carbondale, known as ‘Shepard’s [sic] Crook’ was made, and who died suddenly Tuesday afternoon at Carbondale, as already told in *The Republican*, was held yesterday. / Mr. Shepard [sic] was city engineer there, and it is regarded as a singular coincidence that on the day he died the ‘crook’ was abandoned for use by the road [not true], a new route having been laid with track for service in its place. / Mr. Shepard was born in Saratoga county, New York, September 4, 1839. He went to Carbondale in 1865, where he was employed for a long term of years as a civil engineer by the Delaware and Hudson company. / The funeral service was conducted by Rev. Charles Lee. The burial was in Forest Hill cemetery, this city [Scranton].”  
(undated newspaper article in Gritman scrapbook)

**Phase 3:** November 20, 1899 up to February 1, 1900: standard-gauge tracks, Shepherd's Crook removed and Switchback installed, Gravity Planes 9-12 and 18-20 removed and South Canaan Loop installed

**November 19, 1899:** Shepherd's Crook replaced with a switchback.

2016

### **December 1899 -February 1900**

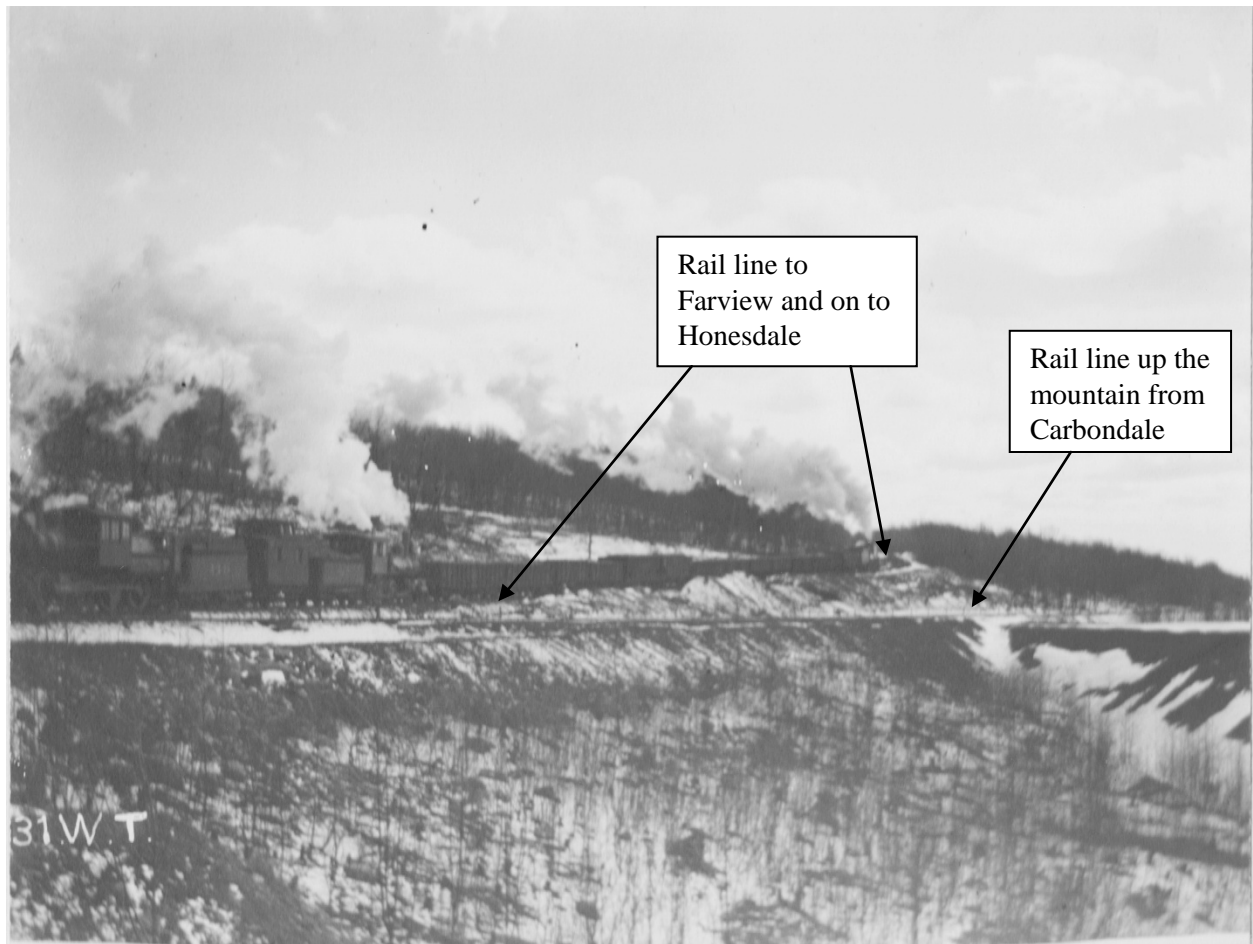
**Between Sunday, November 19, 1899, and Wednesday, January 30, 1900:** the South Canaan Loop was completed; exact date not yet known.

**Thursday, February 1, 1900:** Honesdale Branch of the Delaware and Hudson Railroad opened as a steam locomotive line from Carbondale to Honesdale. The first standard gauge coaches began running between Honesdale and Carbondale on Thursday, February 1, 1900. That date was recognized in an article in a Carbondale Newspaper that was published on April 5, 1947, the 70<sup>th</sup> anniversary of the beginning of passenger service on the Gravity Railroad on April 5, 1877. Here is that article:

**“70 Years Ago First Run of D.&H. Passenger Train** / First passenger trains began running between Honesdale and Carbondale, April 5, 1877, over the D. & H. gravity road. Samuel Penwarden was conductor on the first run; William Rippel, brakeman. A Honesdale resident, William F. Pearce, who had previously run seven years on the coal cars, came from Steene to take Mr. Rippel’s place, and he is the sole survivor of the many men who were employed by the D. & H. in those early days and has keen recollection of this seventy years ago. Mr. Pearce, now in his 95<sup>th</sup> year, had a long service record as conductor when he retired in later years by the railroad company. / The passenger coaches used on the narrow gauge track (4 feet, 3 inches) had capacity of 25 passengers; weight of coaches, 16,000 pounds. The road was changed to broad gauge on Sunday, Jan. 23, 1899. First standard gauge coaches commenced running between Honesdale and Carbondale on Thursday, Feb. 1, 1900.”

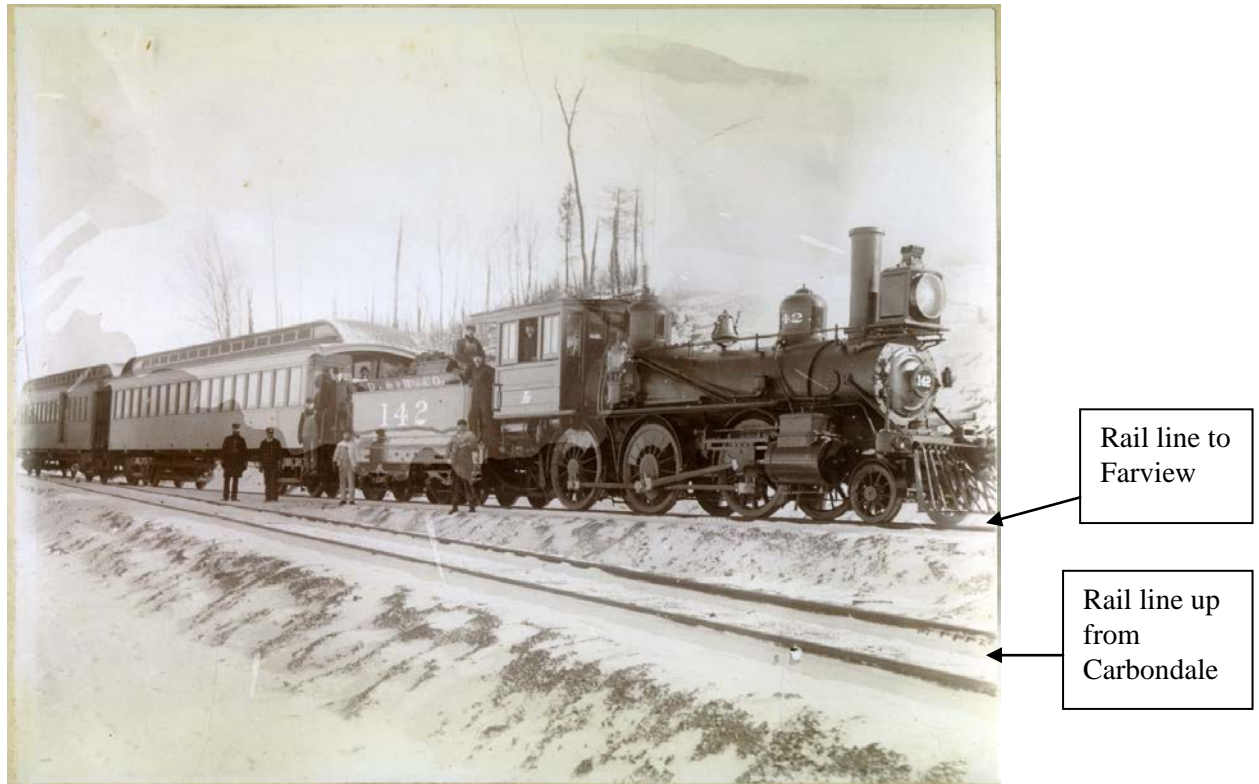
Here are five photos of the switchback that was installed in place of Shepherd’s Crook on Sunday, November 19, 1899:

1. Steam train leaving Panther Bluff Switchback for Farview on April 1, 1906. Photo inscribed in lower left corner: "31 W[ade] T[aylor]" Photo on page 7 of *Carbondale News*, Thursday, March 15, 1962; photo made from glass plate negative lent to the *News* by Wade E. Taylor.



Passenger trains leaving Carbondale ran with the engines operating tender-first, at the head of the train, as far as the switchback. There the engine was run around the train, allowing a normal looking arrival at Honesdale. On freight movements from Carbondale, the helper engine at the rear of the train ran backwards out of Carbondale so that no time was lost at the switchback, where the helper engine became the road engine for the remainder of the trip.

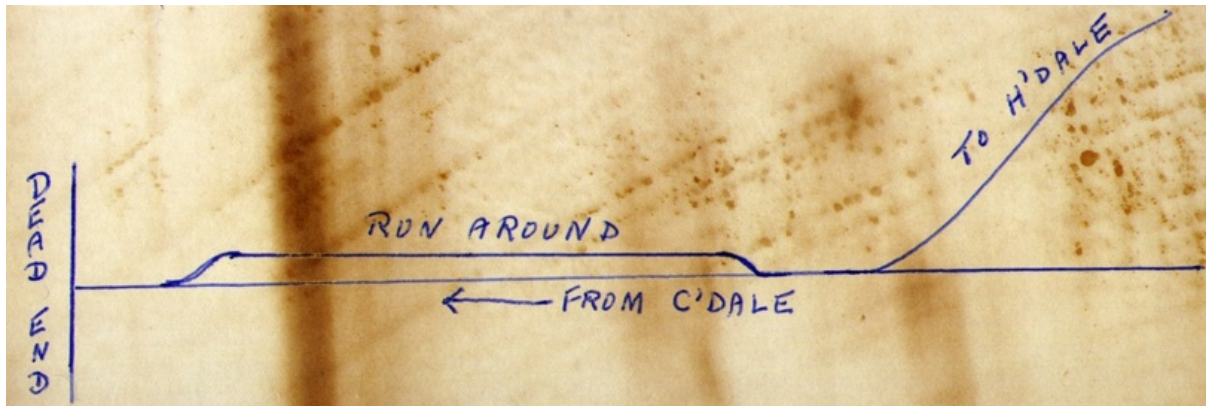
2. D&H engine No. 142, leaving the switchback and heading up the hill towards Farview and Honesdale. Photo in the Clift collection (Jim and Maureen Clift), Hawley, PA, with an electronic scan made available to the Carbondale Historical Society by Hank Loftus, White Mills, PA, on 10-23-2014. Jim's grandfather, William R. Clift, is seen, second from the left, in this photograph.



Written on the back of this photograph is the following text: "The first steam train ever to run on the Honesdale Branch from Carbondale to Honesdale and return after the D&H Gravity was abandoned. It was a trial run with officials and crew "No Passengers." The picture was taken at Panther Bluff where the train ran into a dead end in the mountain. They would run the engine around the train and would continue their trip. 2<sup>nd</sup> from left is Wm. R. Clift. Rest of officials and crew is unknown. Date unknown. Train as stands is headed for Honesdale."



Also given on the back of this photograph is the following sketch, which shows how the switchback operated:



3. "D&H Engine 142 and tender at the far end of the switchback." Photo in the collection of John V. Buberniak. D&H negative number 3475, in the switchback at Panther Bluff. This photograph was purchased by John Buberniak on the Internet and a copy sent to SRP on 05-29-09. Engine No. 142 was a 2-6-0 that was built by the Dickson Locomotive Works in 1880; scrapped in 1924. The rear of the tender is shown here as the engine comes down the hill from Farview and heads into the switchback—Panther Creek is straight ahead. The track on the left descends into Carbondale.



"D&H Engine 142 and tender at the far end of the switchback." Photo in the collection of John V. Buberniak.

4. In the switchback, looking out (South). Photo in the collection of the Carbondale Historical Society and Museum, Inc.



“In the Switchback, looking South”



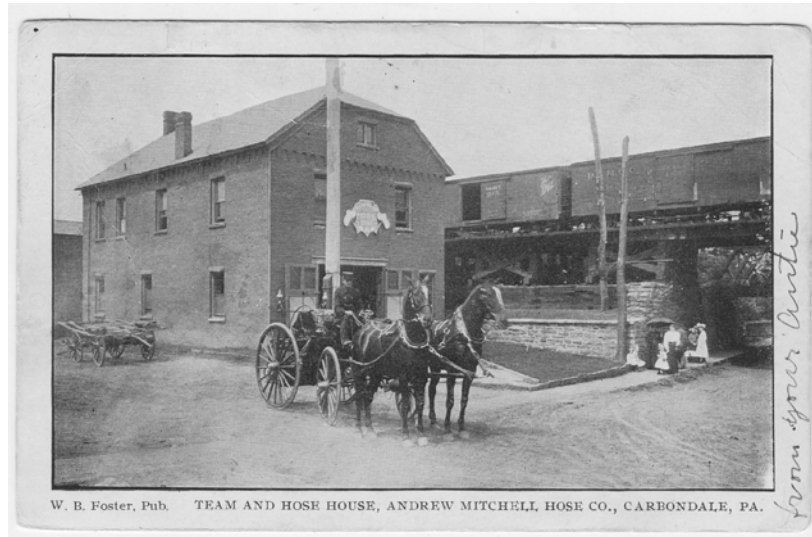
5. Huckleberry Pickers to the left of the tracks shown in the above photo. Reproduced here from a newspaper clipping in the collection of the Carbondale Historical Society and Museum, Inc.



“Huckleberry Pickers at the Switchback”

**1901:**

Shown below is a commemorative photograph of the Mitchell Hose Company, Carbondale. Seen in the background of this W. B. Foster photograph titled “Team and Hose House, Andrew Mitchell Hose Co., Carbondale, PA” are two D&H standard-gauge box cars on the trestle over John Street. This photograph, we have learned from John V. Buberniak, is a commemorative photograph that the Mitchell Hose Company had taken on the occasion of the 50<sup>th</sup> anniversary of the incorporation of the City of Carbondale in 1901. This post card is in the collection of the Carbondale Historical Society.



“Team and Hose House, Andrew Mitchell Hose Co., Carbondale, PA”

Having witnessed, then, the birth of the Honesdale Branch of the Delaware and Hudson Railroad, from the announcement of the closing of the Gravity Railroad on October 28, 1898, to the opening of the completed steam line on February 1, 1900 (and up to 1901 as seen in photo given above), we will now take a close look at the completed Honesdale Branch as portrayed on the remarkable W. E. Anderson maps.

2017

### **The 1901 Map of the Honesdale Branch**

In 1901, W. E. Anderson created a map of the Honesdale Branch of the Delaware and Hudson Company, now in the collection of the Carbondale D&H Transportation Museum. We know that Anderson created the map because of his discrete notation at the beginning of the map volume, as shown below:

W. E. Anderson fecit

"W. E. Anderson fecit" is Latin and means here: "W. E. Anderson created these maps" ("fecit"--third-person singular perfect active indicative of the Latin verb *facere*, meaning *to make, do*). One also sees the term "fecit" after the name of the executing artist or craftsman on a painting, piece of sculpture, or other art object or piece of craftsmanship.

Pasted on the inside front cover of the map volume is a sheet on which the siding arrangements in effect on the Honesdale Branch are listed. Here is that page:

For information on the Gurney Elevator Company, see, in this D&H series, Volume XV, pp. 294-296, and Volume XVI, pp. 463-465.

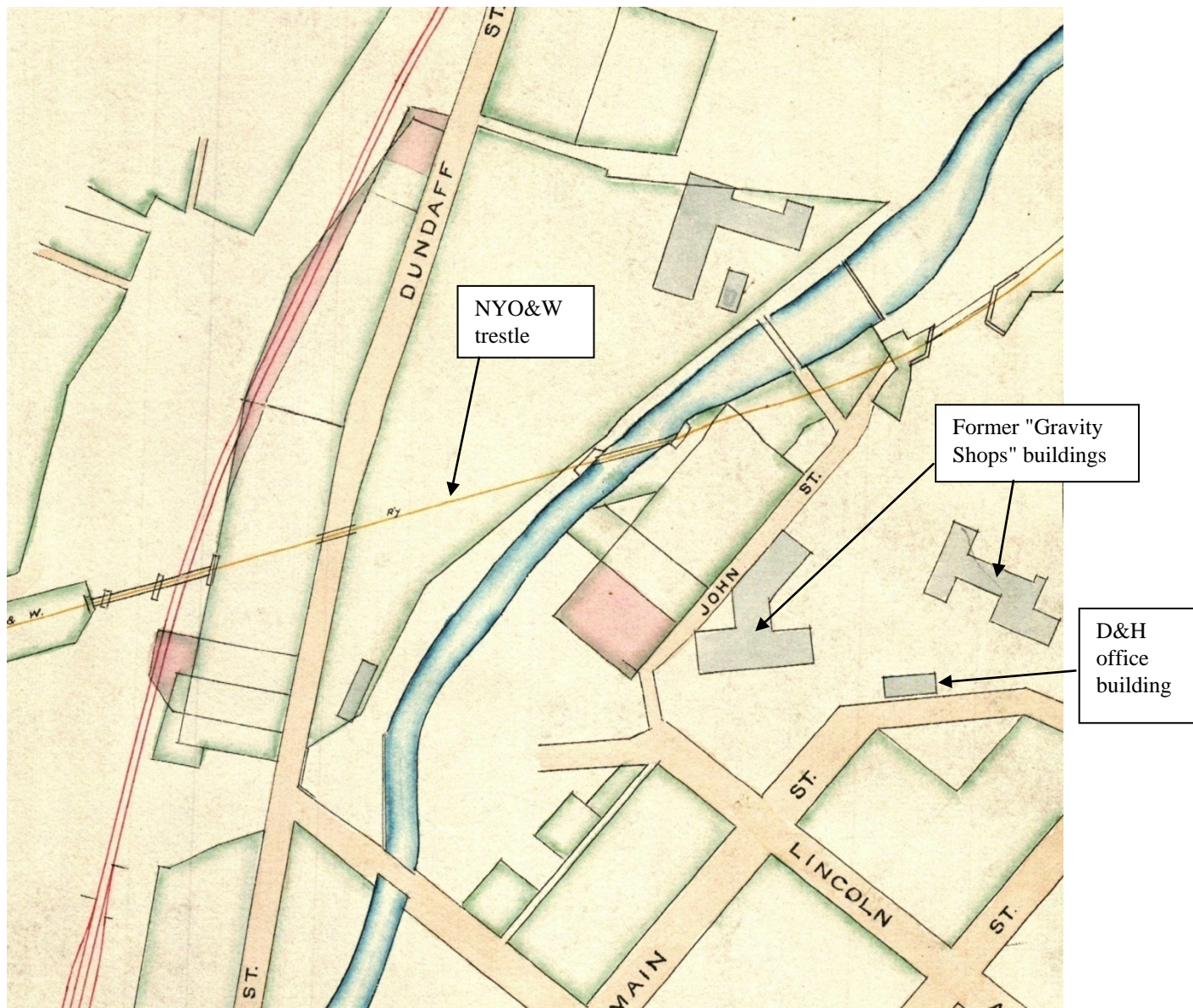
| M.D.No      | Location                             |                         |
|-------------|--------------------------------------|-------------------------|
| ✓2314       | James Fowler & Sons.                 | Honesdale, Pa.          |
| ✓2358       | George A. Glenn & Co.,               | Farview                 |
| 2374        | Murray Company,                      | Honesdale               |
| ✓2393       | Carbondale Coal Co.,                 | Carbondale, Foundry Sw. |
| ✓2653       | Gurney Electric Elevator Co.         | Honesdale               |
| 2793        | Carbondale Coal Co.                  | Carbondale              |
| 3016        | Lake Ladore Improvement Co.          | Keen                    |
| 3184        | A. B. Transue                        | Waymart                 |
| 3301        | The Howard Coal Co.                  | Hubbard Farm            |
| 3365        | Gormley & McDonnell                  | Fortenia                |
| 3462        | Racket Brook Coal Co.                | Carbondale              |
| 3528        | Edgerton Coal Co.                    | Bushwick                |
| Doc. H-2007 | The Hudson Coal Co.                  | Honesdale               |
| Doc. H-2278 | Eric R.R. Co. with The Hud. Coal Co. | Honesdale               |



There were 19 stations on the Honesdale branch of the D&H: Carbondale, Lookout Junction, Bushwick, Lincoln Avenue, Racket Brook, White's, Panther's Bluffs, Quigley, Farview, Canaan, Munson, Lake Lodore, Waymart, Keene, Steene, Prompton, Fortenia, Seelyville, and Honesdale.

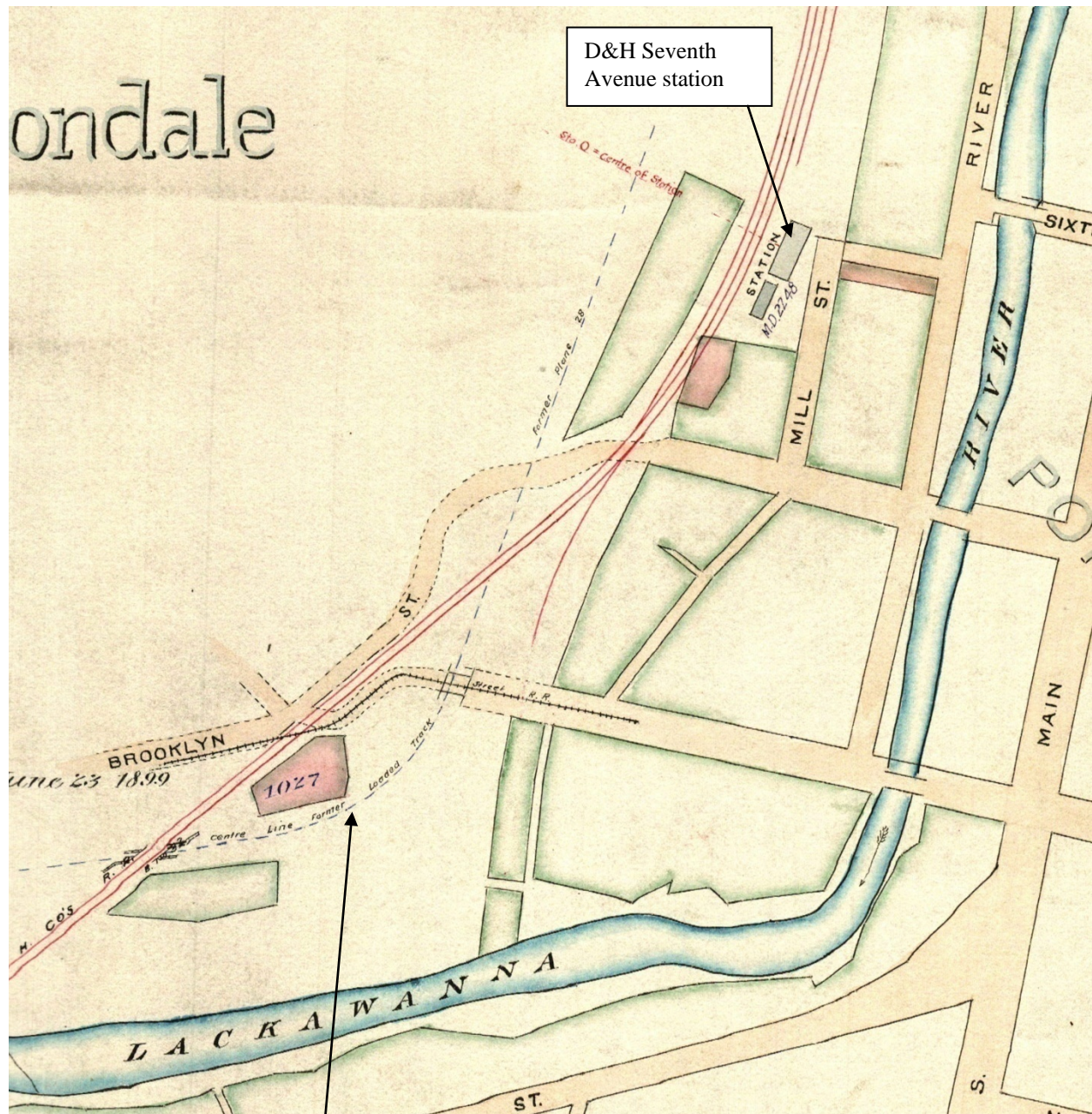
Given below are 21 details from W. E. Anderson's extraordinary map of the Honesdale Branch:.

Former Gravity Shops area in Carbondale (1901 Anderson map):





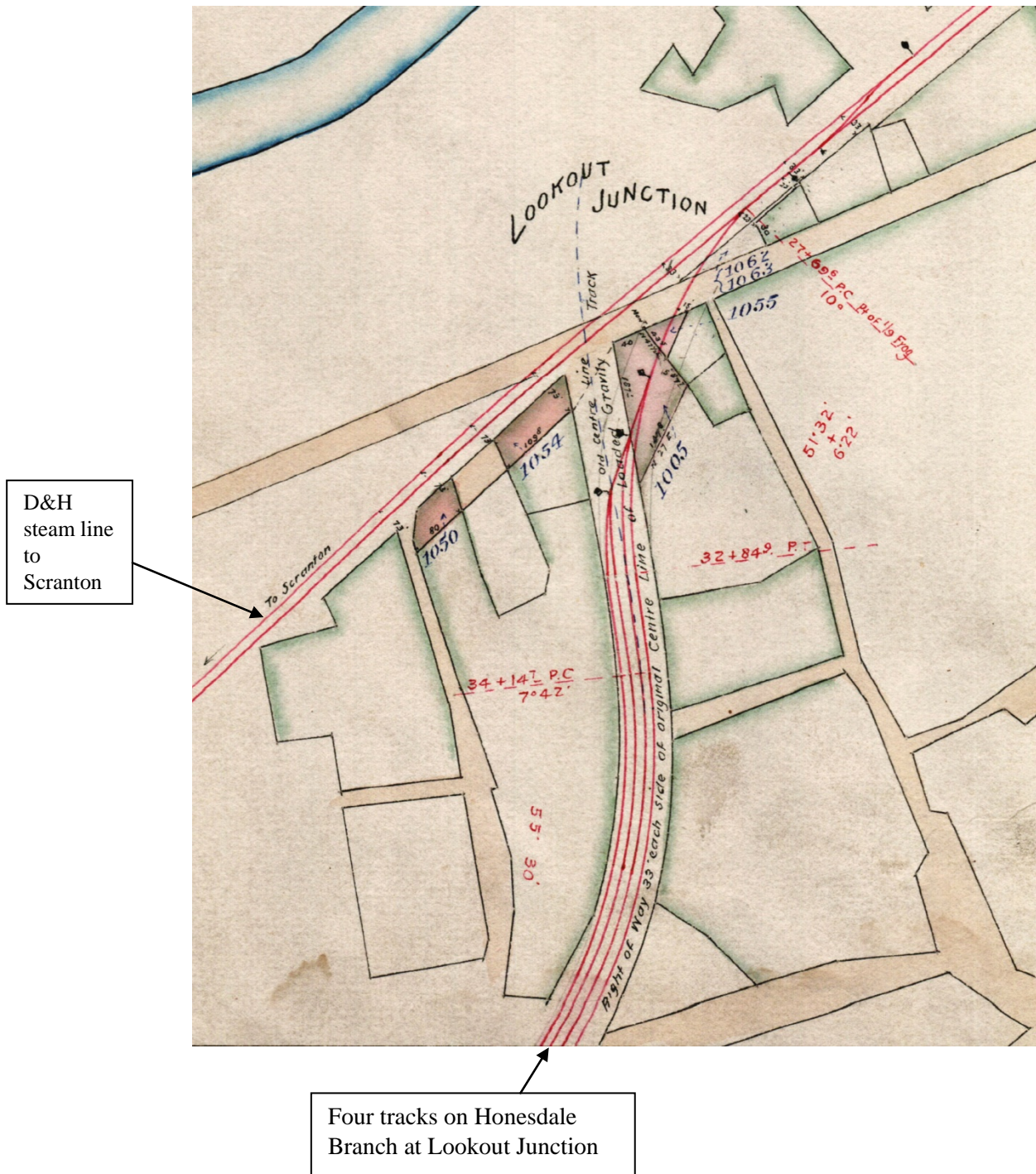
Carbondale Seventh Avenue area (1901 Anderson map):



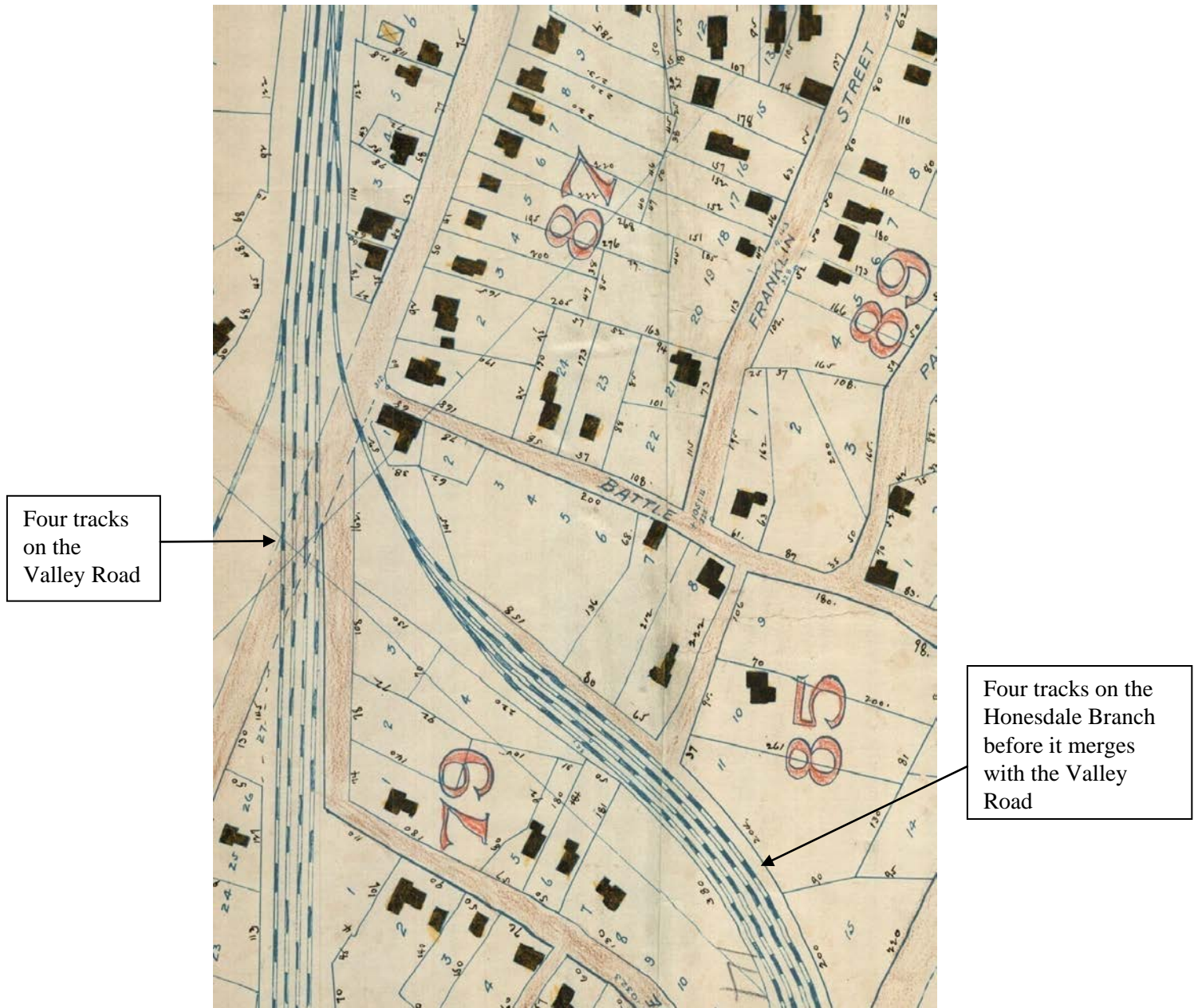
Former Level No. 27—coming up from Archbald, and passing under the Valley Road



Lookout Junction (1901 Anderson map):



The Lookout Junction area in 1909 (during the steam line era): *Map of the City of Carbondale Lackawanna County, Pennsylvania 1909, From Actual Surveys By and Under the Direction of George William Tappan, Scranton, PA, October 18, 1909*

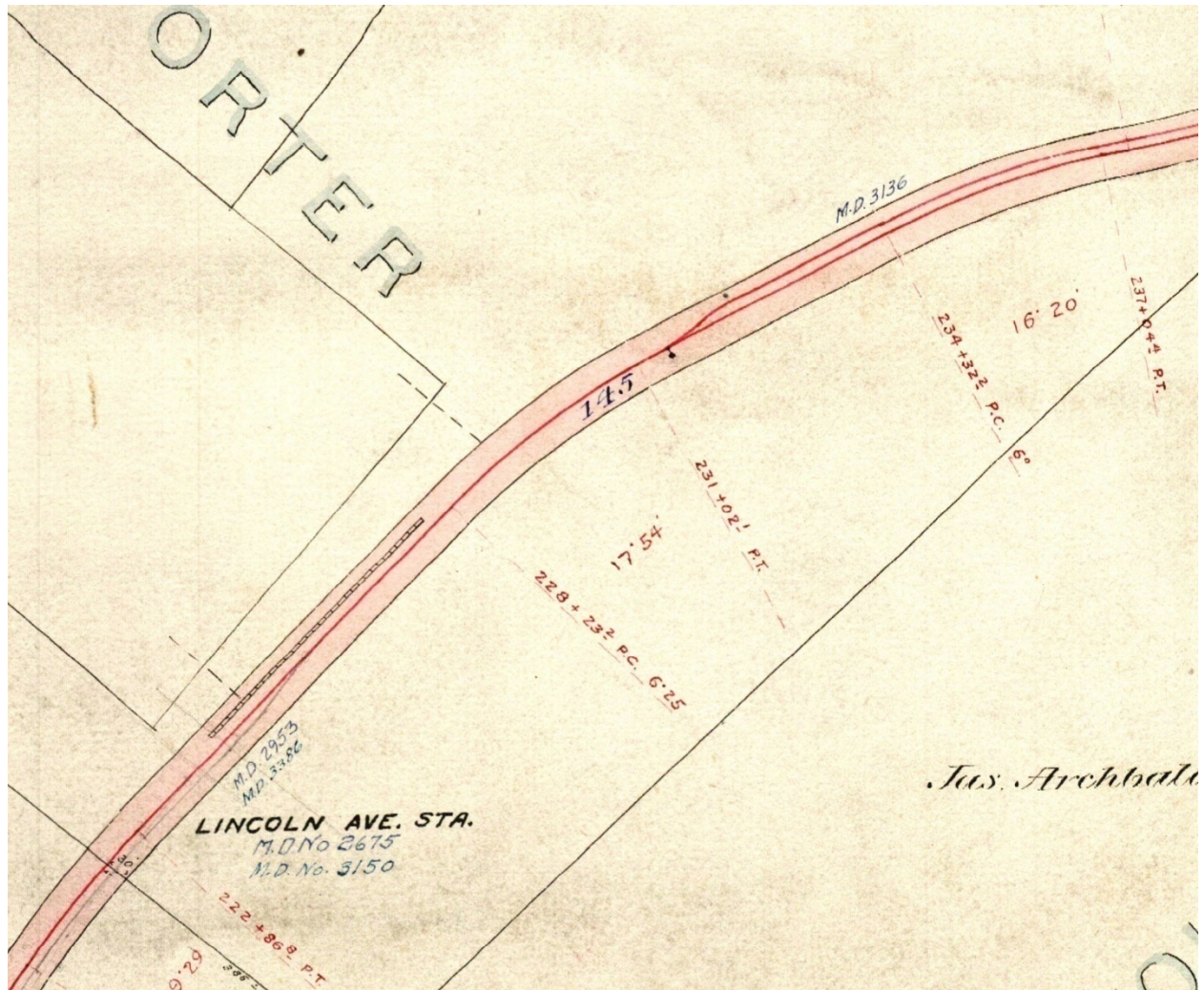




189



Lincoln Avenue Station (1901 Anderson map):



On June 20, 1902, Robert Quarle Meaker, a student at Syracuse University, was exercising on the D&H roadbed in the vicinity of the Lincoln Avenue crossing on the Honesdale Branch of the D&H when he ran in front of the outward bound Honesdale way freight in charge of Conductor Ruel Hampton, Engineer Calvin Kimball and Fireman Howard Fitch and was killed. Here is the account of this tragedy that was published in the Saturday, June 21, 1902 issue of the *Carbondale Leader*:

**"A TERRIBLY SAD TRAGEDY OF THE RAIL / Life of Robert Meaker, a Student at Syracuse University, Crushed Out Under D. & H. Engine on Honesdale Branch Yesterday Morning. Was Practicing Running Along the Tracks, and Becoming Confused, Ran in Front of Engine—An Exemplary Young Man—Was Visiting Here. --** / A terribly sad tragedy of the rail was enacted along the Honesdale Branch of the Delaware and Hudson road in this city yesterday morning. The victim was Robert Quarle Meaker, a student at the Syracuse university, who was spending a portion of his vacation in Carbondale. / With his classmate, Willis M. Gardner, of this city, with whom he was chumming during his pleasure period, Meaker donned his gymnasium suit, as was his wont since coming here, and repaired to the vicinity of the Lincoln avenue crossing of the Honesdale branch. The young man had a 100-yard course marked off along the rails, between the crossing leading to East Side park and No. 2. This course was selected because it was smooth and because the young men felt that they would use every reasonable precaution against danger. / They were out but a brief time, and were just beginning to warm up to their exercises when the Honesdale way freight from Honesdale, outward bound, came in sight. It was in charge of Conductor Ruel Hampton, Engineer Calvin Kimball and Fireman Howard Fitch. The engine was running backward, as is the case sometimes on this branch. Gardner had run the course and turned around to observe Meaker. Meaker was running at top speed, but kept swerving towards the main track on which the engine was backing. He was evidently under a misapprehension, believing the train was on the other track. He glanced back when the engine whistled, but still was under the impression he was getting out of the way of the train, instead of gradually moving in front of it. Gardner, his brother-like companion, was paralyzed with fear, when he saw Meaker bound in front of the locomotive, which was only twenty feet away. In an instant the engine bore him down and when the train was stopped, the engine, caboose and one car passing over him, his broken and lifeless body was removed and taken on a car to Lincoln avenue, from whence the Delaware and Hudson ambulance conveyed the deceased to the McHale morgue, on Main street. / The body was fearfully mangled. Both legs were severed and the head was badly crushed. / The deceased was seventeen years of age and was one of the most popular youths of Carbondale. He gave promise of a splendid manhood, giving evidence in his youthful bearing of the possession of manly traits and high character. He was universally held in affectionate regard, and the news of his sad end casts a gloom and sorrow particularly over his school friends, among whom he was a favorite." (clipping in Gritman scrapbook, Saturday, June 21, 1902)

Here is the photo of the Lincoln Avenue station on the Honesdale Branch that is given in "The Delaware and Hudson Company Inspection of Lines, June 7-10, 1928", p. 37:



The waiting room at Lincoln Avenue was on the Carbondale side of the tracks.

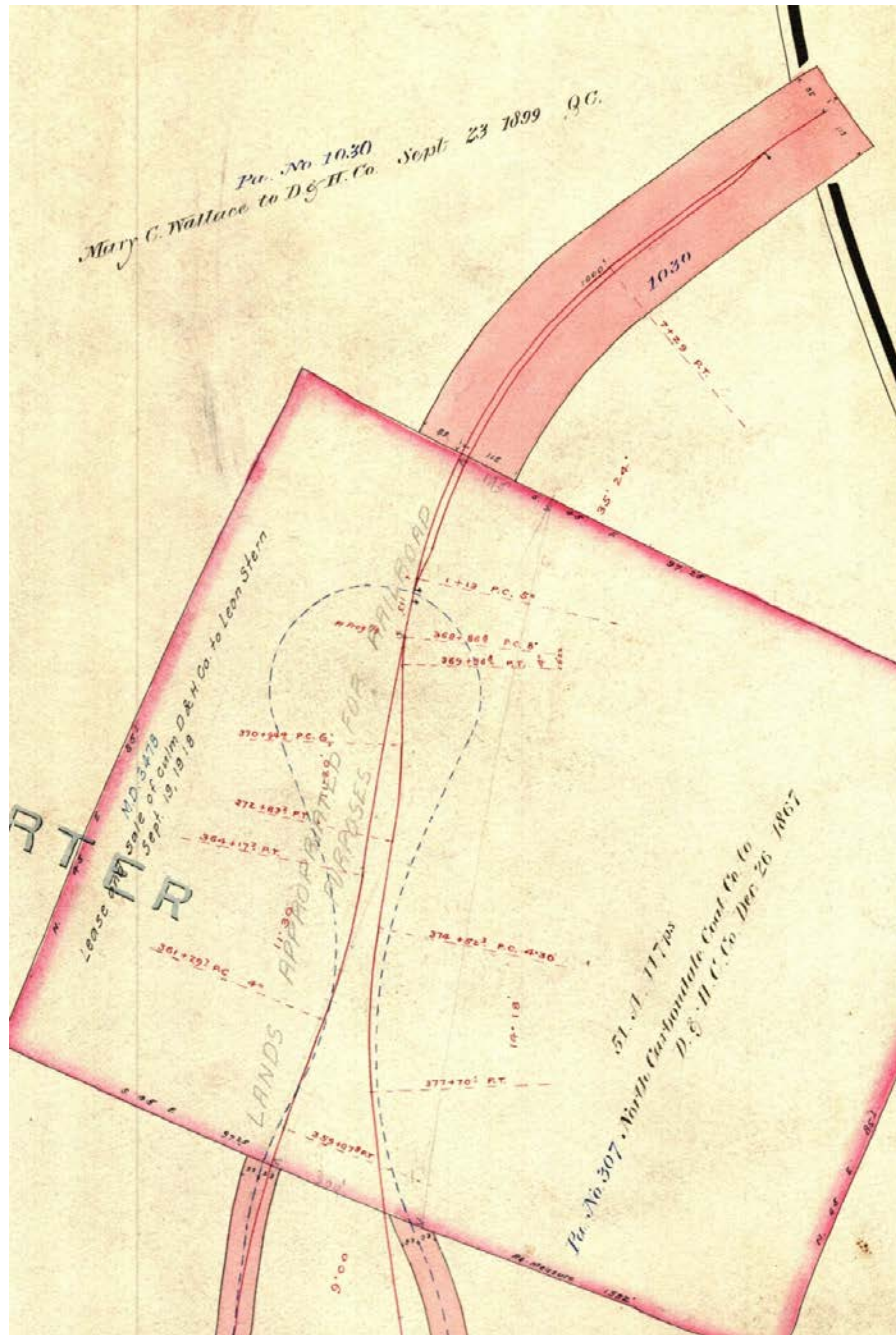
The passenger station at Quigley was a twin of the Lincoln Avenue Station, both erected in 1911.



White's Crossing (1901 Anderson map):



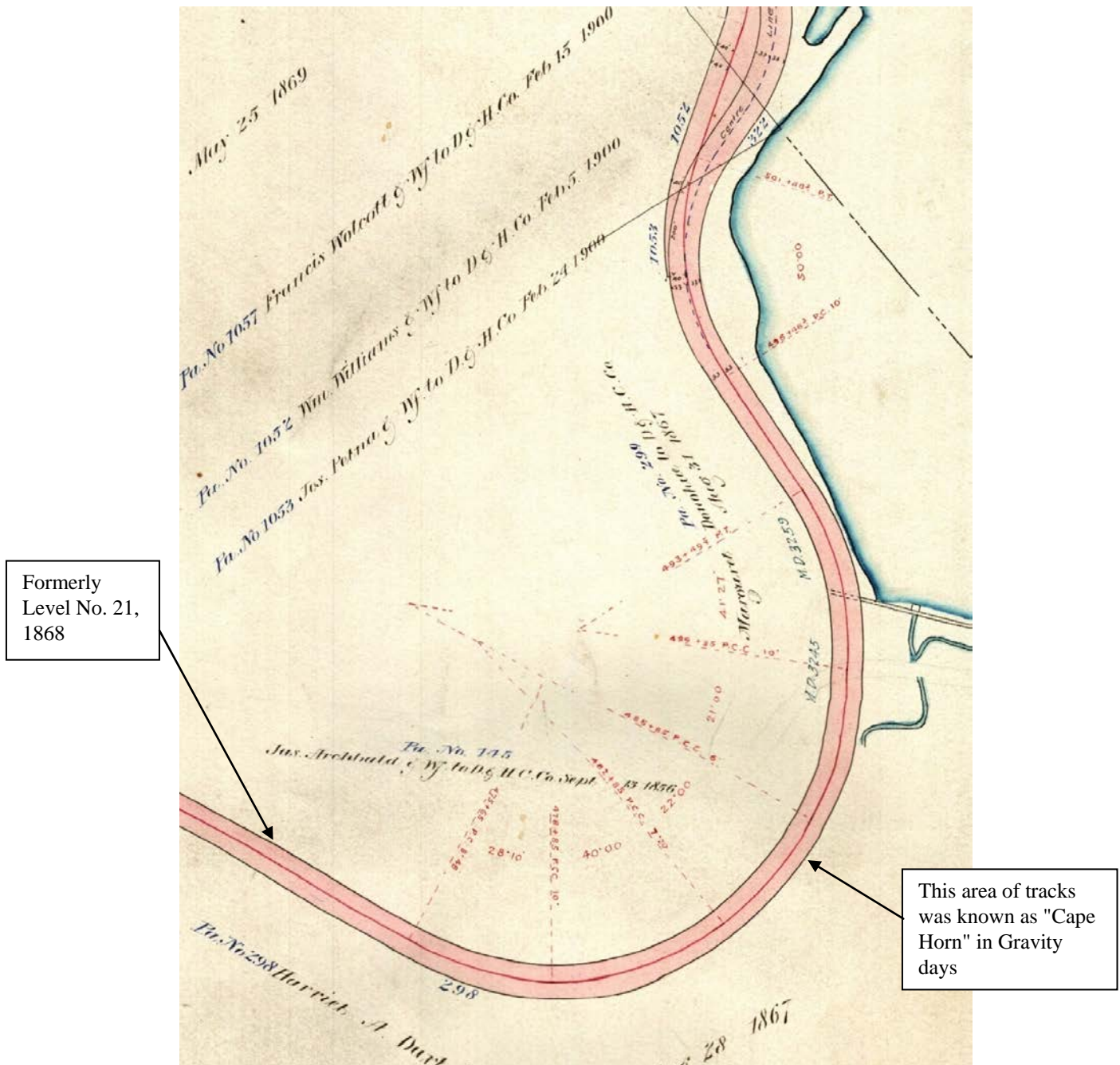
Switchback at Shepherd's Crook (1901 Anderson map):



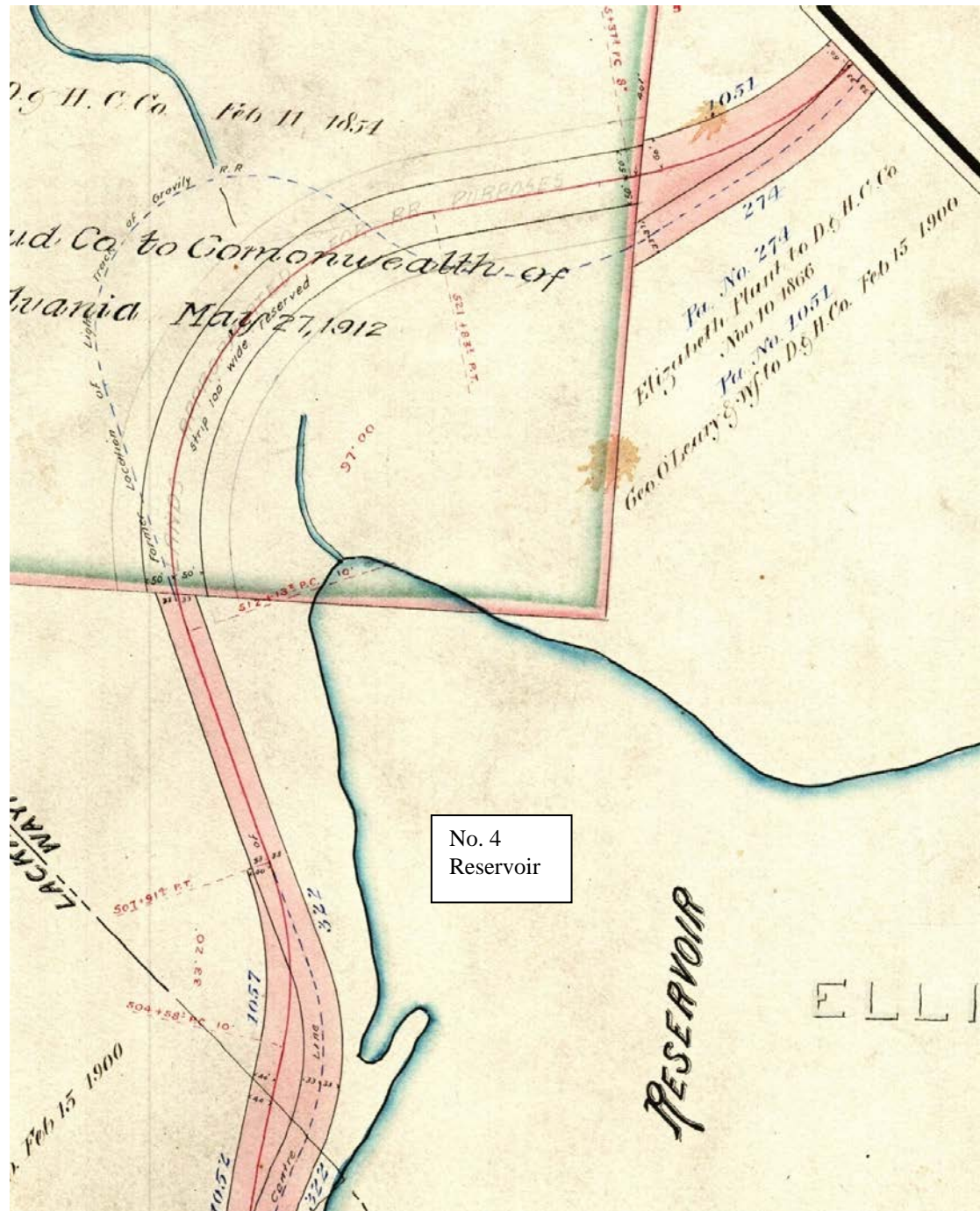


Two details in the No. 4 Pond area (1901 Anderson map):

In the first, we see the celebrated "Cape Horn" section (the large curve below present-day No. 4 Pond):

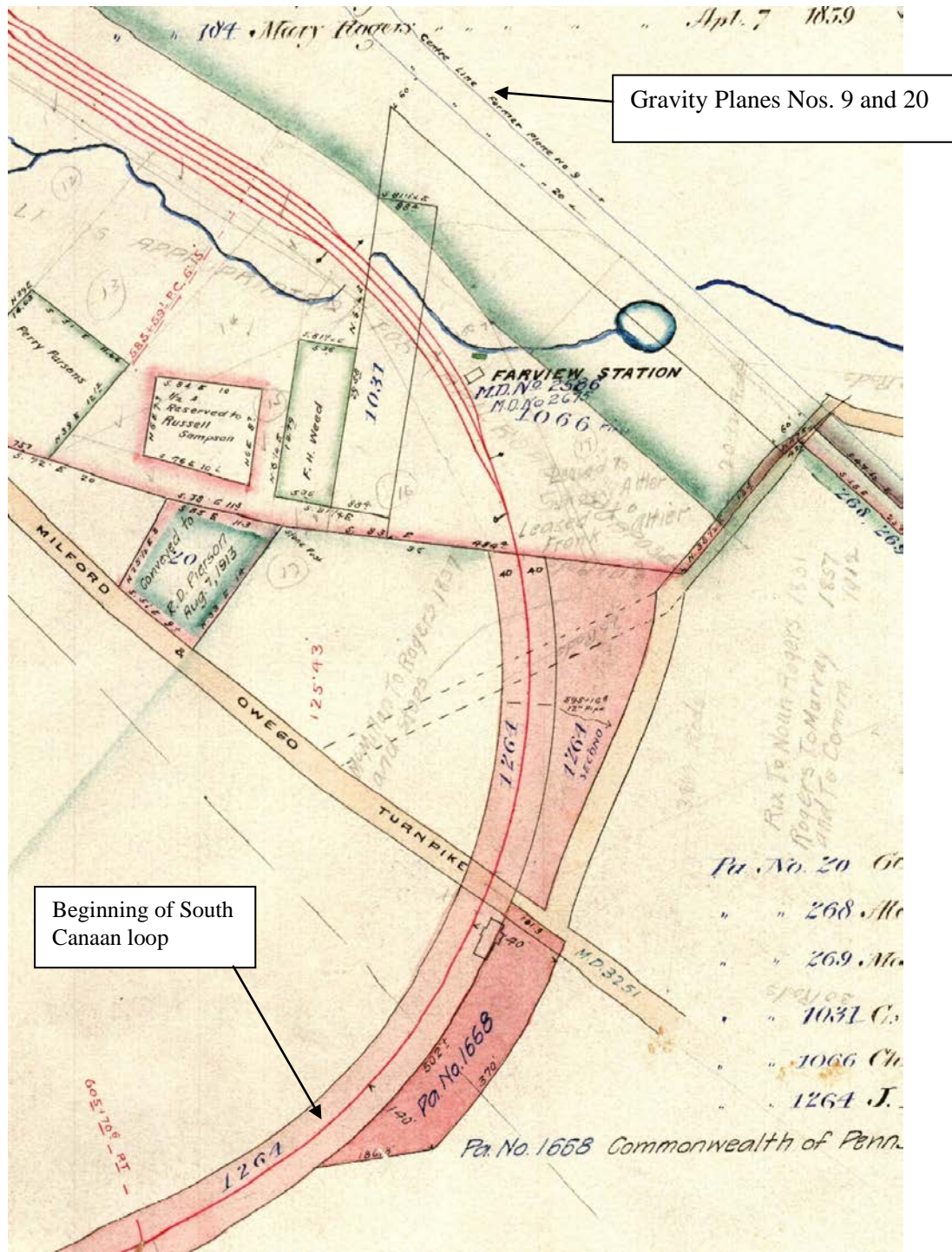


In the second detail from the No. 4 Pond area, we see the track as it passes around the back section of No. 4 Pond:





Farview station area (1901 Anderson map):



Two black and white photographs of the Farview steam station are in the collection of the Carbondale Historical Society. This station opened on December 15, 1912. The track was on the up-hill side of the station.

Farview D&H Steam Station:



Farview D&H Steam Station:



Farview passenger station (one story tall with concrete and brick walls and a gable roof) built in 1912, and said to be a copy of the D&H stations at Bainbridge and Sidney, New York. The station opened just in time to welcome the first Farview State Hospital patients.

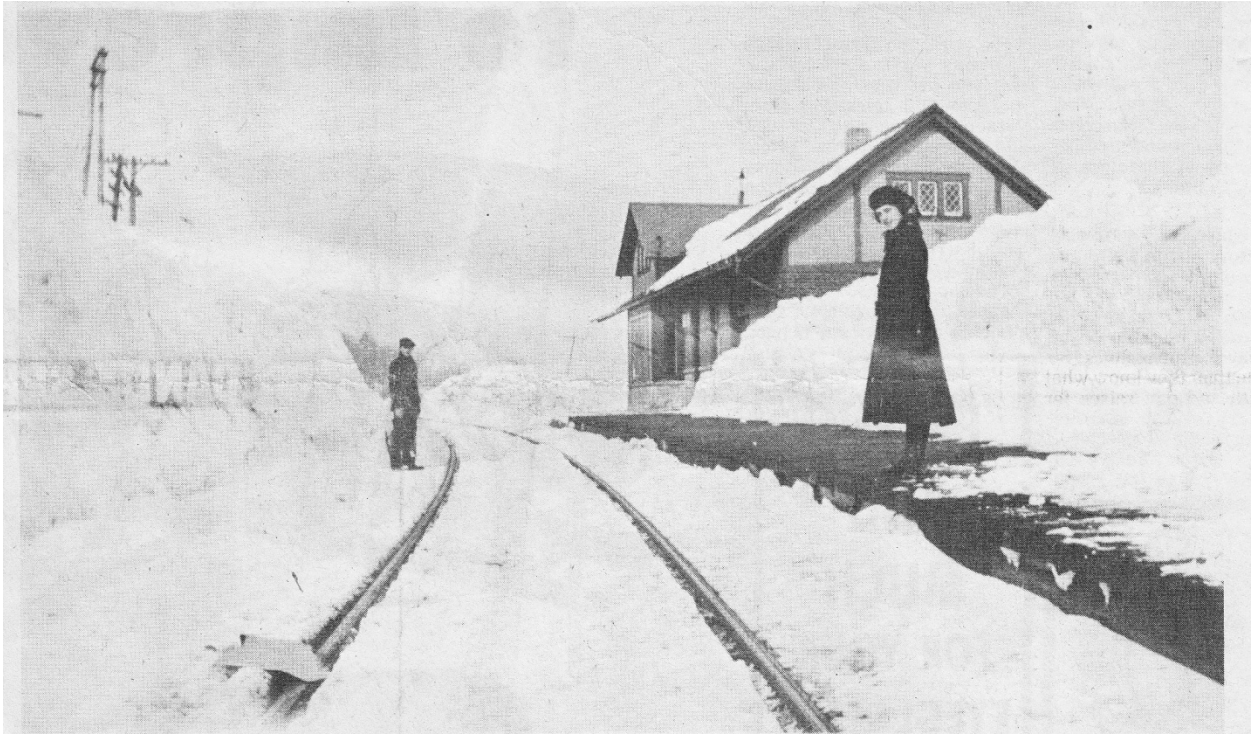
Five additional photographs in the Marianne Stratford Collection of the Farview D&H steam station:



This number in the lower left corner of this photograph suggests that this photograph was an official D&H photo of the station at Farview.



Farview Station:



**SPRING** is now officially here, but it wasn't when this photo was taken at the Farview railroad station near Waymart. Date of the photograph is estimated to be

around 1920. Does anyone know the date for sure or who the people in the photograph are? (Photo loaned by Mrs. Blanche Jones)

Farview Station:

This date "1875" is incorrect. This station was built 1912-1913.



Farview Station:

The date "1875" is incorrect. This station was built 1912-1913.


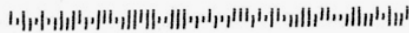




Farview Station:



In November 2014, we received the following letter from Samuel Harris:

|                                                                                    |                                                                                     |                       |
|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------|
| Name: <u>Samuel Harris</u>                                                         | neopost <sup>®</sup>                                                                |                       |
| Number: <u>EX3826</u>                                                              | 11/06/2014                                                                          | \$00.48 <sup>00</sup> |
| S.C.I. WAYMART                                                                     | US POSTAGE                                                                          |                       |
| P.O. Box 256                                                                       |  | ZIP 18472             |
| Waymart, PA 18472-0256                                                             |                                                                                     | 041L12202343          |
| ADDRESS MUST BE PRINTED BELOW THIS LINE                                            |                                                                                     |                       |
| INMATE MAIL                                                                        |                                                                                     |                       |
| PA DEPARTMENT OF CORRECTIONS                                                       |                                                                                     |                       |
| Historical Society<br>of Carbondale<br>1 N. Main St. #3<br>Carbondale, PA. 18407   |                                                                                     |                       |
| DO NOT COLOR OR WRITE BELOW THIS LINE                                              |                                                                                     |                       |
| 18407\$2356                                                                        |                                                                                     |                       |
|  |                                                                                     |                       |

Reply by the author to the  
letter of Samuel Harris

11/7/14 —  
Dear Sam —

11-5-14

Dear Historical Society

Very  
pleased  
to  
help.  
you  
did  
a  
great  
job  
of  
painting  
the  
station

I need some information and I'm hoping you can help me. I am an inmate at S. C. I. Waymart, I'm also on the painting crew. I asked my boss if I could write you and he didn't see a problem with it.

We fixed and painted the Train Station on the Top of the hill, it over looks the prison. I believe it was called the Gravity Railroad Station. The station was in bad shape and looks 100% better now. We would like to know the name and the date it was built, so we can make a nice sign to hang on it. I Thank you for your time and help

Sincerely

Sam Harris

Thanks.  
S. Robert Powell


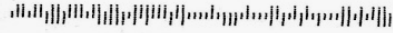
Samuel Harris #EX3826  
S.C.I. Waymart  
P.O. box 256  
Waymart, PA. 18472-0256

DELAWARE and Hudson  
Fairview Passenger  
Station

Opened December 15, 1912

— D&H DVDs just  
published; see  
enclosed flyer.

Reply from Samuel Harris, dated November 15, 2014:

|                                                                                                |                                                                                     |                            |
|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------|
| Name: <u>Samuel Harris</u>                                                                     | neopost <sup>®</sup>                                                                |                            |
| Number: <u>#EX3826</u>                                                                         | 11/17/2014                                                                          |                            |
| S.C.I. WAYMART                                                                                 | <b>US POSTAGE</b>                                                                   | <b>\$00.48<sup>9</sup></b> |
| P.O. Box 256                                                                                   |  | ZIP 18472                  |
| Waymart, PA 18472-0256                                                                         |                                                                                     | 041L12202343               |
| INMATE MAIL                                                                                    | ADDRESS MUST BE PRINTED BELOW THIS LINE                                             |                            |
| PA DEPARTMENT OF CORRECTIONS                                                                   | S. R. Powell                                                                        |                            |
|                                                                                                | Carbondale Historical & Museum Inc.                                                 |                            |
|                                                                                                | P.O. box 151                                                                        |                            |
|                                                                                                | Carbondale, PA. 18407-0151                                                          |                            |
| DO NOT COLOR OR WRITE BELOW THIS LINE                                                          |                                                                                     |                            |
| 18407\$0151  |                                                                                     |                            |

11-15-14

Mr. Powell sir, I want to thank you  
for writing me back and for the information. I  
also let the guys know that you said nice job and  
thanks. The reason I'm writing is because I could  
use your help again. I was already to start working  
on the sign, however my boss says some of the higher  
ups would like to see the D & H Logo incorporated  
into the sign. I don't have a clue what this looks  
like, plus if I wait for them to find one, I might be  
waiting awhile. So do you have a picture of one and  
can you please send me a copy? I'm sorry to bug you  
and I thank you for your time and help

11/19/14

Dear Sam,

Good to hear from you  
again.

Enclosed are a couple  
of copies of the D & H  
logo.

Thanks again for helping to preserve  
this important building in D & H  
History.

Sincerely

Samuel Harris

Samuel Harris #EX3826

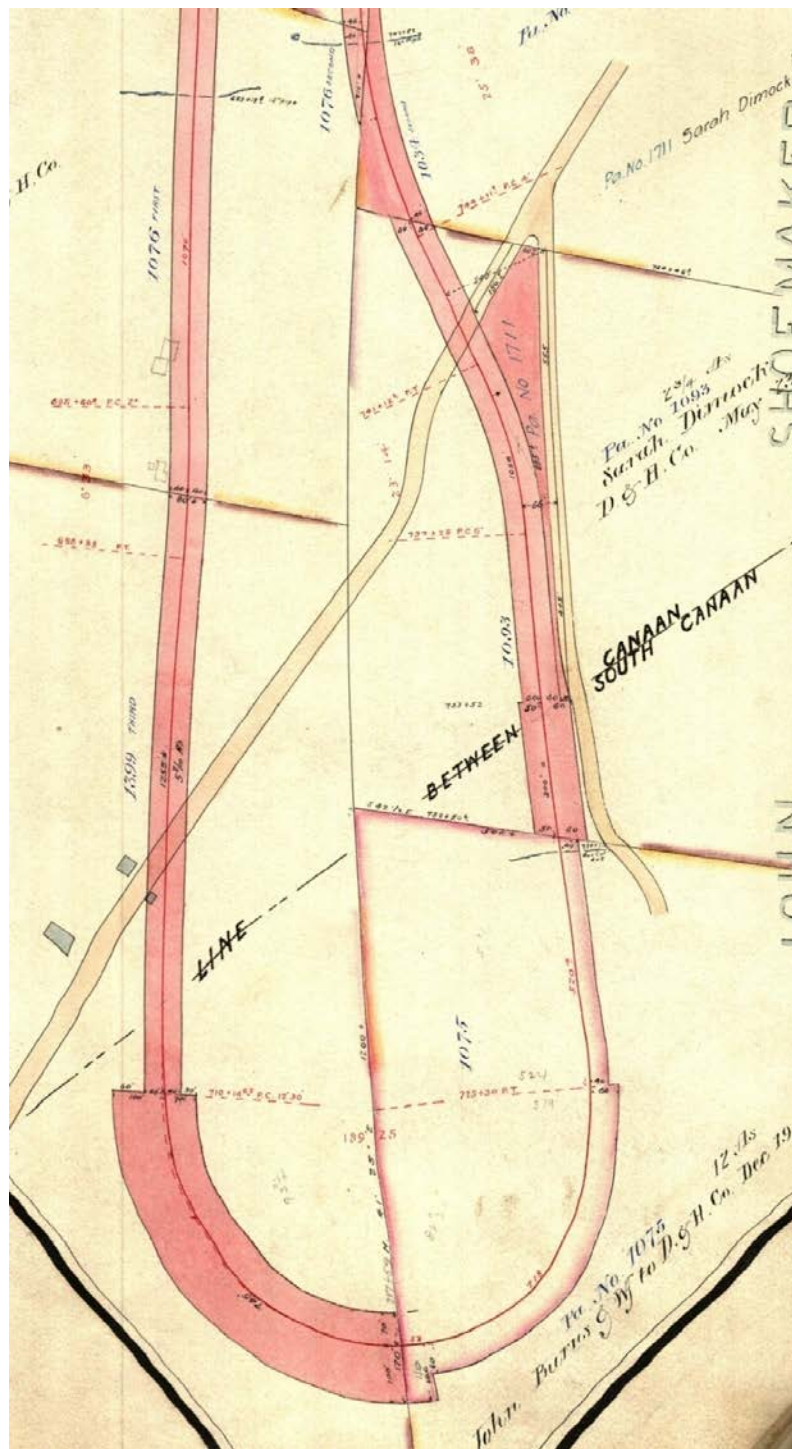
S.L.I. Waymact

P.O. box 256

Waymact, PA. 18472-0256

Sincerely, A.R. Powell

The curve at the bottom of the loop was known as *Swackhammer's Curve*.

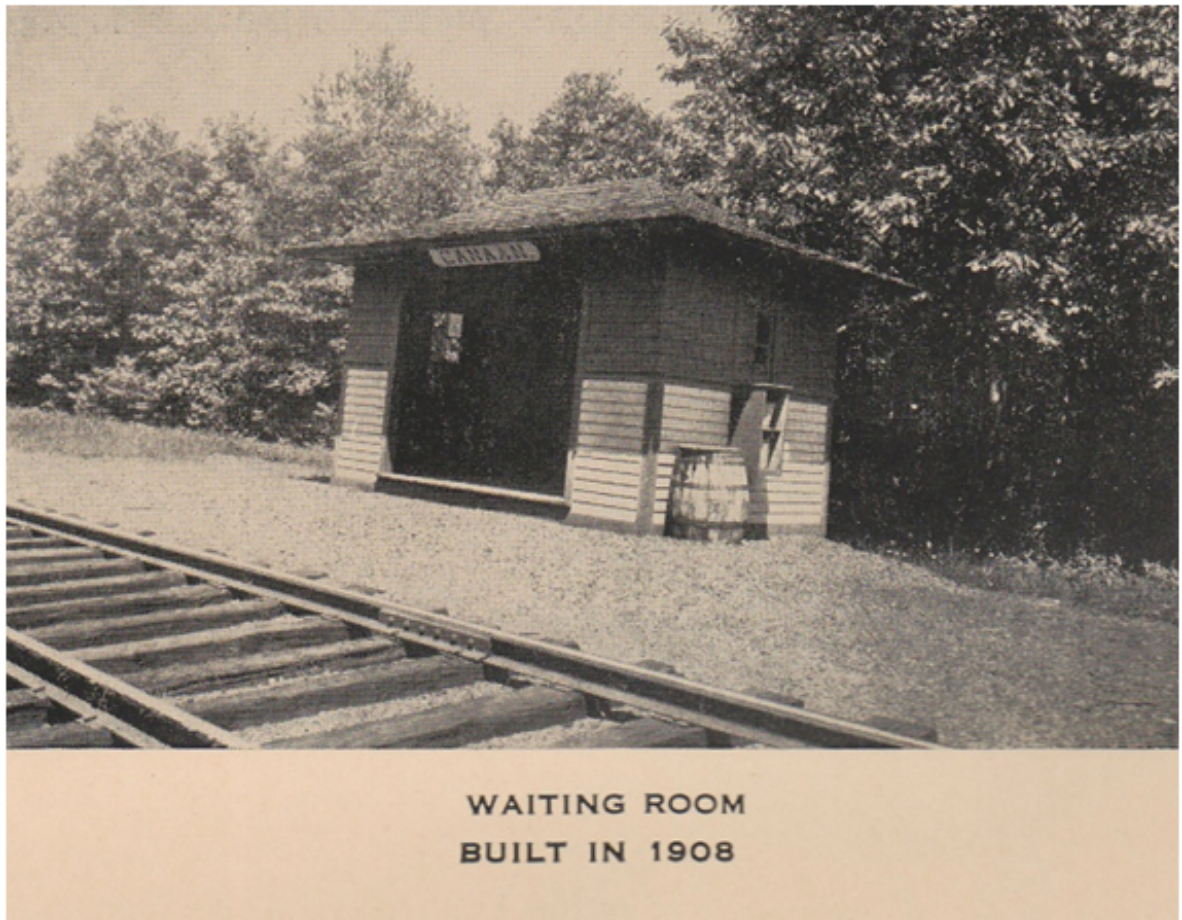




Canaan Station:

This station was located at Swackhammer's Curve on the Honesdale Branch.

"The Delaware and Hudson Company Inspection of Lines, June 7-10, 1928", Honesdale Branch Stations: Canaan (p.41).



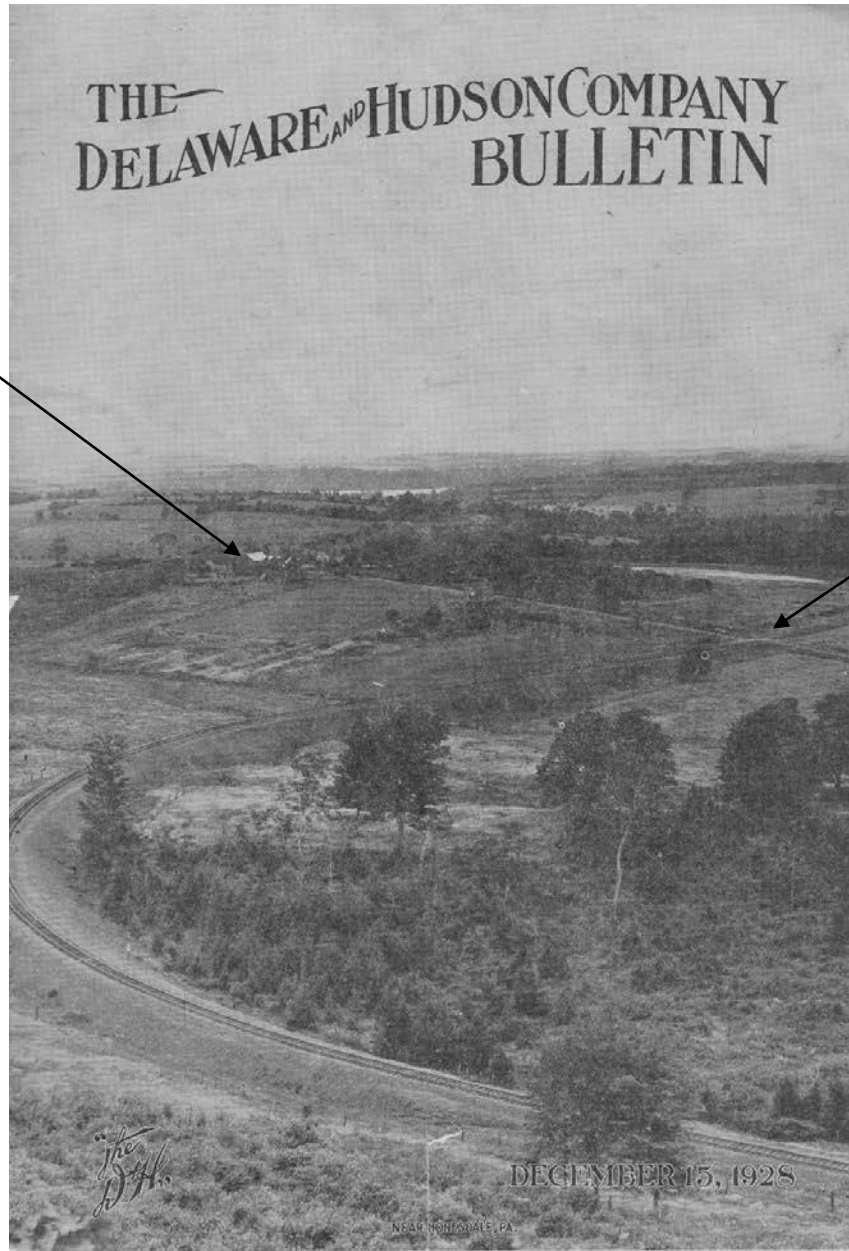
“... the D&H erected the Canaan waiting room in 1908. The building consisted of a one-story frame building, 15' wide and 9' deep, and the building and the platform were laid directly on the ground. The building possessed a hipped roof with kicked eaves covered with cedar shingles. Its exterior walls displayed white pine novelty siding on their lower halves with white pine shakes above. A wide arched opening provided entry into the building's interior.” (*Dixon*, p. 69)



# Honesdale Branch between end of South Canaan Loop and Waymart:

The Munson farm in Waymart. Adeline Loretta Squire (1850-1918) married George F. Munson (1841-1928). They were the parents of three children: Hattie Amanda (1869), Susan E. (1873), and Orville W. (1878). Munson was one of the 19 station stops on the Honesdale Branch: Carbondale, Lookout Junction, Bushwick, Lincoln Avenue, Racket Brook, Whites, Panther Bluffs, Quigley, Farview, Canaan, Munson, Lake Lodore, Waymart, Keen, Steene, Prompton, Fortenia, Seelyville, and Honesdale.

Adeline L. (Squire) Munson was a sister of the author's mother's maternal grandmother, Mary Emma (Squire) Loomis.



The Munson stop on the Honesdale Branch:

“Approximately midway between Lodore and Canaan stood a frame section shanty built in 1899. The shanty stood one story tall, with a cedar-shingle-sheathed gable roof, and measured 12’-4” square. Vertical hemlock planks sided the shanty’s exterior. . . This shanty may be the flag stop ‘Munson’ listed on early Honesdale Branch timetables.”  
*Dixon, p. 69:*

Shown here is the steam line as it emerges from the South Canaan loop and heads in the direction of Lake Lodore and Waymart. The station stop “Munson” was located where the rail line crosses the highway road shown in this photograph. The Munson farm can be seen at the top left in this photograph.

Additional photos of the South Canaan Loop. These photos are in the collection of the Waymart Area Historical Society.



*South Canaan Loop Descending the Mountain from Farview*





*Rail Line at the Foot of the Mountain*





*Rail Line Coming Out of the South Canaan Loop, and Munson Barn*



*Intersection of South Canaan Loop and Township Road*

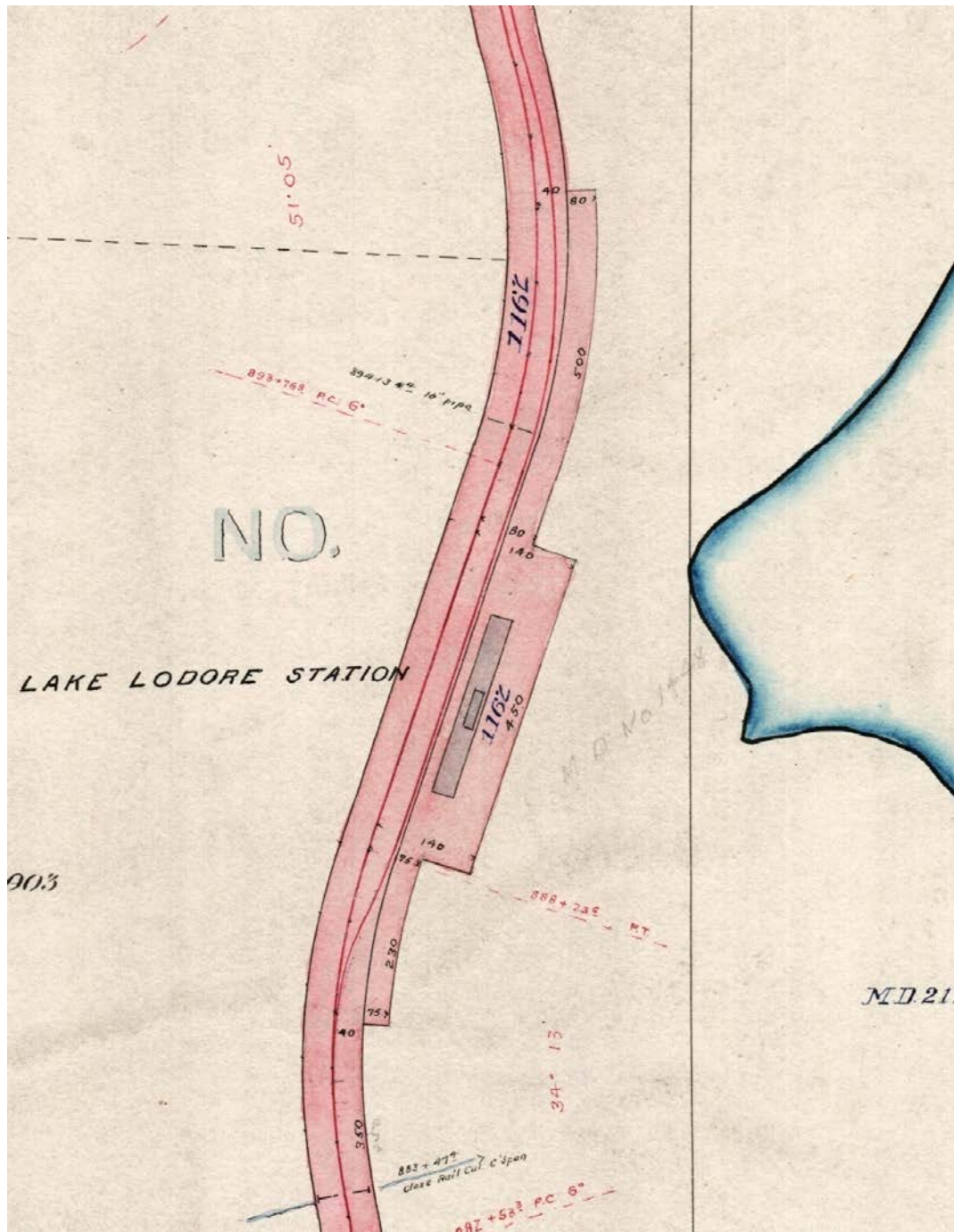




*South Canaan Township Road*



Lake Lodore station (1901 Anderson map):



Here is the description of the Lake Lodore station on the Honesdale Branch that is given in *Dixon*, pp.68-69:

“The Lake Lodore Station, built in 1900, consisted of a 48'-8" x 16'-0" passenger station centered atop an elongated (257'-3" x 30'-6") raised platform located along the eastern side of the rail line. Built atop a slight hill slope, the platform featured three sets of stairs on its eastern side that allowed passengers leaving the Lodore resort to reach the covered platform level and station. About 20 feet west of the platform, six sets of stairs provided passengers access to the tracks situated at a yet higher level than the station. The platform featured three pairs of 16-foot-long wooden benches evenly spaced north and south of the centrally located station. Gable roofs extended north and south from the station building to provide cover from the elements to passengers waiting to disembark. The platform roofs were supported by wooden posts with up-braces and sheathed with corrugated metal. Its interior space was divided into an office with a bay window overlooking the rails in its northern third and a waiting room with four wooden benches lining the side walls forming its southern portion. The station building also featured corrugated-metal sheathing on its main, gable roof, and extended shed-roof porches along its western and eastern sides. ‘Lake Lodore’ was painted on the roof slope facing the rail line. A central cupola with shaped shingles crowned the building. White pine vertical siding sheathed the upper and lower exterior wall surfaces; horizontal novelty siding composed a window-height band encircling the building’s exterior. Interior finishes included yellow pine vertical paneling on the walls and ceilings, crown molding, chair rails, and corner blocks that ornamented the window and door surrounds.”

*Steamer at Lake Lodore.* Photograph in the collection of the Carbondale Historical Society.



*Steamer at Lake Lodore*

### **Lake Lodore Amusement Park:**

A rail transportation system, a beautiful body of water (preferably in the country), and an amusement park constitute a winning combination for all concerned: those who control the transportation system, those who control the body of water, and those who control the amusement park. With that in mind, a group of prescient entrepreneurs in Wayne County, at the very beginning of the twentieth century, formed the Lake Lodore Improvement Company (LLIC). Those entrepreneurs, together with the equally enterprising Delaware and Hudson Company, working together for their mutual financial benefit, brought into existence a first-class excursion destination and resort, Lake Lodore Amusement Park, and a lucrative ice harvesting business on Keen's Pond.

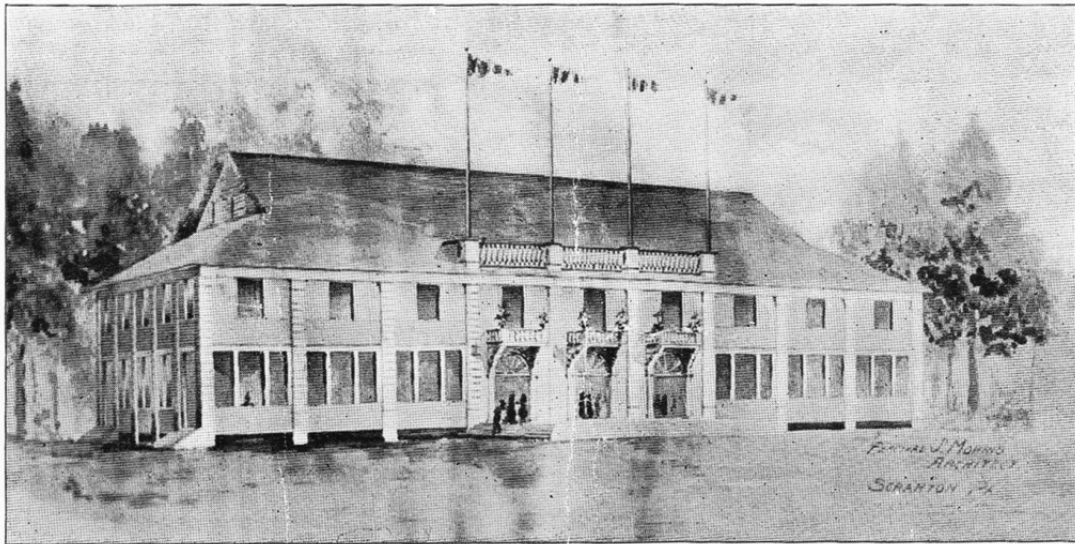
With the opening on Memorial Day in 1900 of the park at Lake Lodore—with its carousel, Shoot-the-Chutes, steam-powered passenger boat on the lake, and many other of the latest attractions of contemporary amusement parks and resorts—the days were numbered for the once enormously popular 600+ acre D&H park on the top of the Moosic Mountain at Farview. For a number of years, to be sure, Farview Park continued to be a destination for fraternal, professional, civic, and religious groups, but it could not compete effectively with Lake Lodore Amusement Park. By 1906, Farview Park was no more.

We read the following about Lake Lodore in “Centennial and Illustrated Wayne County,” p. 143:

**"LAKE LODORE**—Among the numberless mountains of Wayne county there are seventy-six lakes. The largest of these, as well as the most beautiful, is Lake Lodore. It is approached by the Honesdale branch of the Delaware & Hudson railroad which, by a gentle grade, winds down the mountain south of Farview, affording the passenger a view of surpassing loveliness and grandeur. Nothing on the line of the Delaware & Hudson railroad between Wilkes-Barre and the Adirondack mountains match the scenery of this ride, and the excursionist's ecstasy is not yet spent when he is landed in the shade of a magnificent grove on the shore of Lake Lodore. Few belts of woodland hereabouts have been so well preserved as this. It is still primitive forest with many trees several feet in diameter. The undergrowth has been cleared, leaving pleasant greensward intersected by a stream which is spanned by rustic bridges. Scattered through the great grove are refreshment stands, summer kitchens, swings, seats, etc., all connected by serpentine paths and smooth roads protected from the sun's rays by overhanging boughs. At Lake Lodore all is cool and comfortable even on the hottest days in midsummer. / One of the chief features of the grove is the dance pavilion, the largest and most artistically designed in this entire region. It is two stories in height with sliding glass windows on the second story. A balcony containing three rows of seats extends around the entire building. The orchestra gallery consists of an elevated platform or stage reaching out from an alcove in the middle of the eastern side. A sea-shell-shaped sounding board behind the orchestra rolls back the melody to every part of the great pavilion. The floor of the pavilion is of highly polished wood. It is 60x126 feet, and not a

single pillar or column obstructs the entire area of 7,560 square feet. The building is constructed so that it may be closed up and used as a great convention hall or a magnificent theatre. / Through the vista of the trees in the grove is seen the placid bosom of the water. The lake has an area of 300 acres and an ever-winding shore line of more than five and a half miles. Its scenery varies from gently sloping meadows to precipitous cliff, from the top of which there is a sweeping view of mountains and valley twenty miles north and fifteen miles to the south. Two large and elegantly finished naphtha launches glide over the waters of Lake Lodore and hundreds of row boats dot its silvery surface. Naphtha launches are the safest and most comfortable craft afloat, so safe that engineers of naphtha launches are not required to take out government license as are engineers of steam launches and other boats run by power. The row boats are light, safe and easy of manipulation. / Lake Lodore is owned by the Lake Lodore Improvement Company, a corporation organized under the laws of Pennsylvania. Its capital stock is \$150,000. This Company owns also Elk Lake and Keen's Lake. The stockholders are all residents of Wayne, Lackawanna and Luzerne counties. The directors are Charles Robinson, Scranton, president; M. W. O'Boyle, Pittston, first vice-president; Edmund J. Robinson, Scranton, second vice-president; James J. Croghan, Scranton, treasurer; John H. Jordan, Scranton, secretary and general manager; William H. Malia, Scranton, Assistant general manager; Patrick McNally, Honesdale; John H. Foy, Pittston, and R. W. Jordan, Scranton.

More on **Patrick McNally** (see above): p. 143: "PATRICK McNALLY, one of Honesdale's representative men, was born in county Mayo, Ireland, on March 17, 1845, and at the age of twelve years he came with his parents to Honesdale. For four years he was employed in the Tracyville glass-factory and then worked for the D. & H. Canal company until 1865 when he opened a grocery and canal supply store. When the canal was closed he retired from business but shortly afterward invested largely in the Lodore enterprise. He has charge of the work of clearing the lake and making the park. On July 18, 1867, he was united in marriage with Mary A. O'Connell. They have no children."



Pavilion Lodore.

*Pavilion Lodore, Centennial & Illustrated Wayne County*, p. 143

Between 1898 and 1917, the Lake Lodore amusement park was very popular with the general public as an amusement destination.

In the biographical portrait of George Chapman that was published in *The Delaware and Hudson Railroad Bulletin*, pp. 3-4, 13, January 1, 1938, we read the following:

"More than 1,500,000 excursionists were carried on Delaware and Hudson trains from points on the Pennsylvania Division to Lake Ladore, on the Honesdale Branch, during the summer seasons of the years between 1898 and 1917, according to retired Conductor George Chapman who ran trains in this service throughout the entire 20-year period. / When the excursion season was at its height each year as many as 2,500 people rode on each of several two-engine, 25-car trains originating at various cities in Lackawanna and Wyoming Valleys almost daily. Despite the fact that at points the single track Honesdale branch was built on grade which rose 121 feet to the mile, two 700-class locomotives, one at the head end and another behind the seventh car, were all that were needed to handle these long trains. The coaches were equipped with retainer valves when built at the Carbondale Car Shops enabling engineers to control the terrain on the steep descent of the return trip as easily as a five-car train could be handled ordinarily. To the best of Mr. Chapman's knowledge none of the one and a half million excursionists carried was injured and none of the cars in this service was ever damaged or derailed. . . . Excursions came to an abrupt end during the World War and this once tremendously popular pastime was never revived



although, oddly enough the last excursion train operated from South Scranton to Lake Ladore in 1917, consisted of 25 cars, all loaded to capacity."(Biographical portrait of George Chapman, *The Delaware and Hudson Railroad Bulletin*, pp. 3-4, 13, January 1, 1938)

Here is the portrait [Great Scot] of George Chapman (born at Sterling, Scotland, May 1, 1866; at the age of six came to America with his family, which settled at Carbondale; in 1867 he was hired by Superintendent John Bowers as a slate picker in the Racket Brook Breaker where, at that time, about 50 boys worked as slate pickers.) that is given with his biographical portrait referenced above:



In June 1917, the D&H hosted an excursion to Lake Lodore for 3,000 of its employees. Also in 1917, 2,400 Kingston Coal Company workers participated in an excursion to Lake Lodore. At the end of June 1917, all passenger service on the D&H came to an end as the United States entered World War I.

“Following the war’s conclusion,” we read in *Dixon*, p. 43, “the D&H attempted to renew its excursion service to Lake Lodore but found the Improvement Company uncooperative and

unwilling to invest the capital needed to prepare the resort for opening. The railroad unsuccessfully tried again in 1920 to have Lake Lodore opened for resort traffic. . .”

On August 15, 1925, the first annual D&H Field Day was held at Lake Lodore Amusement Park. Here is the announcement of that field day that is given on the back cover the August 1, 1925 issue of *The Delaware and Hudson Company Bulletin*:

**FIRST ANNUAL D. & H. FIELD DAY**

(ALL DEPARTMENTS)

AT

***LAKE LADORE***

**SATURDAY, AUGUST 15, 1925**

**BASEBALL**

PENNSYLVANIA DIVISION vs. ALBANY GENERALS

3:30 P. M.

MARRIED MEN vs. SINGLE MEN

11:30 A. M.

**SPORTS**

100-Yard Relay Race

Fotato Race

Amateur Boxing

Running Broad Jump

Sack Race

100-Yard Dash

Three-Legged Race

Fat Man's Race

Tug of War

Swimming and Boat Races

Shot Put, Etc.

ADDED EVENTS FOR LADIES AND CHILDREN — PRIZES TO BE AWARDED

**AMUSEMENTS**

Boating

Swimming

Dancing

Midway, Etc.

Refreshments Served

MUSIC BY BATES & NIESEN'S ORCHESTRA

**EVERYBODY WELCOME**

Extensive coverage of this D&H field day on Saturday, August 15, 1925 is presented in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on pp. 5-6, 14. Here is the photo collage about that field day that is given on the cover of that *Bulletin*:



Here is the article about that field day that is given in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on pp. 5-6, 14:

**"Day and Night of Pleasure / Thousands of Happy Folk Thoroughly Enjoy First Annual Outing of Pennsylvania Division Employees, at Lake Ladore / LAKE LADORE,** on our Honesdale branch, again is blossoming into prominence. It has roused from its Rip Van Winkle of a quarter of a century and its challenge is being heard far and wide. It is the same call that once made it the premier pleasure resort in the vicinity of Pennsylvania's Lackawanna valley and its record for capacity crowds was without equal. History repeats, 'tis said, and because this is so it again looks like 'old times' at the lake. / But that is only part of the story. The climax came on Saturday, August 15, when between six and seven thousand people--employees from every department of the Pennsylvania division, members of their families, and friends--together enjoyed the lake and its many side attractions in celebration of their First Annual Field Day. The climax was indeed a surprise. It eclipsed the fondest hopes of those who had promoted the event. Truly, it was a record breaker from the word 'go.' / And the aftermath has been one of general approbation. All who enjoyed the many features of the day agree that nothing was lacking. Surely it was a happy thought when J. J. BRENNAN [photo on page 5], master mechanic on the division, and few close associates conceived the idea that made it possible. With no precedents to guide them, however, they were hazarding a guess. But it was a good one, nevertheless, for its announcement at once strummed a popular chord of sentiment and from the very outset indications were that the day, if weather conditions were favorable, would see a good response to the invitation to participate in a get-together wherein good fellowship was to predominate without restraint. / Even with this encouragement to urge on the preparations, it still remained to see what the day might develop. Whatever uncertainty there was, moderated considerably as the time for the outing approached, but it was not until Saturday morning, when at about 10 o'clock, it looked as if all of Carbondale was turning out for the day, were all hopes set at ease. / The station afforded a heart-warming scene. Gathered there was a crowd that filled the waiting room and platform--a happy, congenial crowd of men, women and children, in not a few instances, entire families. Men from every branch of the service--mechanical, transportation, maintenance of way, coal storage, and accounting departments were here represented--mingled together in a most pleasant sort of way. Shortly a train from Wilkes-Barre arrived, having picked up en route some eight hundred other jolly folk, and at once the scene changed to that of a family reunion as cordial greetings were exchanged. Meanwhile, a steady stream of motor cars was wending its way up Canaan street and over the Moosic mountain, following in places the trail of the old gravity railroad to the lake. / It is hard to tell just when the first signs of a big day were noticed at the lake, but it must have been sometime during the early hours of the forenoon. And from then on until well into the evening, the road leading from Gray's crossing was a busy thoroughfare with people on foot and in motor cars hurrying along to join the throng in the grove and at the water's edge. At one time upward of a thousand automobiles taxed the capacity of a large parking

field nearby [emphasis added]. / The midway afforded day and night attractions and there had been arranged, also, a sports program that continued in progress for several hours. A Marathon race starting at 7<sup>th</sup> street, Carbondale, and ending at the lake, inaugurated the athletic events, with John Chapin leading a field of twelve starters. JOE DUNLAP of the Motive Power department finished second; 'Silent' Cawley of Moosic, Pa, third; and William Schoonover, fourth. / A baseball game between the married and single men marked the opening of the field sports [at 11:30 A.M.], and despite the unevenness of the grounds, was rather well played. The benedicts, with EDDIE GREGOR pitching, and ARTHUR EMMETT catching, won the contest, 4 to 2. JOHN BURNETT was the pitcher, and TOM RYAN the catcher for the losing side. / Long before the game was over, 'Arch' Morgan, physical director at the Young Men's Christian Association in Carbondale, and RAY ROBINSON of the Engineering Corps, as announcer [photo of both on page 5], were chafing uneasily to start the running, jumping, and other like events. When at last they got the field, the sidelines were pressed so strongly by eager onlookers as many times to threaten the continuance of such sports. / JERRY WALKER of the Motive Power department started the winning by taking the 100-yard dash for men, being followed, in second position, by HARRY HALESKY of the Coal Storage department. The 100-yard relay was won by a team composed of KELLOGG of the Police department and EVERS, PHELPS and SANDY of the Generals, with a team composed of FRIER, WHITE, HALESKY and WALSH, running in second place. LOUIS KELLOGG of the Police department got the prize for the 12-pound shot put, and KEILERLIE of the same force was second best. It took some persuasion to get GEORGE MANGUS, well known Motive Power department boxer, to enter the sack race, but in the end he led the field with A. AVIET of the same department running next. The running broad jump was closely contested and went to W. DISEAU of the Coal department, with H. FRIER of the Car department a pressing rival. Something wholly unexpected happened to the Maintenance of Way men who, instead of dragging their Motive Power department friends into the lake in a tug of war, themselves fell victims to greater strength. KELLOGG and WALKER got the three-legged race by a hair, and J. WAGNER of the Car department out-rowed all other contestants in the boat race for men. The 50-yard swimming event for men went to D. RICHARDS of the Motive Power department. / The ladies' events were contested in equally as fine spirit and created the same excitement as did those arranged for the men. MISS MARGARET LEWIS of the divisional car foreman's office, won the boat race, leading MRS. W. W. MILLER to the line. GLADYS WEED, also of the divisional car foremen's office, was third. MRS. L. J. MCLAIN (Car department) won the egg race, and MRS. WILLIAM NOLAN (Maintenance of Way), was second. MRS. ROY HENDERSON (Car) made the crowd step back a bit when she toed the mark in the baseball throwing contest and outclassed the field. MISS EHIHARD got second place. Like the noise from a battery of machine guns, was the nail driving contest which was won by MRS. NOLAN, with MRS. SPENCER (Motive Power) second best. And last, but not the least exciting by any means, was the cracker eating contest also won by MRS. NOLAN, with MRS. DILLMUTH (Motive Power) second. / During the time that the

events at the lake were in progress, the [Albany] Generals and the Pennsylvania division team were battling their way through an interesting contest [began at 3:30 P.M.] that ended a 13 to 11 victory for the former. Throughout the play, hardly a break was made in the sidelines that extended well down past first base and along the path from third to home. DOLLARD opened for the Generals, but was followed by ROSBECK, and HERBST did the receiving; while for the Pennsylvania division team the battery was MIKE NEWCOMB and CONNERS, and BARRETT and DAVIS. The box score was as follows:

### GENERALS

|                  | AB | R  | 1B | PO | A  | E |
|------------------|----|----|----|----|----|---|
| Schermerhorn, 1b | 5  | 2  | 3  | 13 | 0  | 0 |
| Phelps, cf       | 5  | 2  | 2  | 2  | 0  | 0 |
| Sandy, 3b        | 4  | 2  | 0  | 1  | 3  | 1 |
| Esmond, 1f       | 5  | 2  | 3  | 1  | 0  | 0 |
| Marterer, 2b     | 5  | 2  | 2  | 3  | 4  | 1 |
| Schermerhorn, 1b | 5  | 2  | 3  | 13 | 0  | 0 |
| Herbst, c        | 5  | 2  | 1  | 2  | 2  | 0 |
| Connelly, ss     | 5  | 0  | 2  | 5  | 3  | 2 |
| Evers, rf        | 5  | 0  | 1  | 0  | 0  | 0 |
| Dollard, p       | 2  | 1  | 0  | 0  | 1  | 0 |
| Rosbeck, p       | 3  | 0  | 0  | 0  | 0  | 0 |
| Totals           | 44 | 13 | 14 | 27 | 13 | 4 |



# PENNSYLVANIA DIVISION

|              | AR | R  | 1B | PO | A  | E |
|--------------|----|----|----|----|----|---|
| Breslin, 1f  | 4  | 1  | 0  | 1  | 0  | 0 |
| Dower, ss    | 3  | 3  | 2  | 3  | 0  | 0 |
| M. Walsh, 2b | 5  | 1  | 1  | 3  | 2  | 0 |
| T. Walsh, 1b | 5  | 1  | 2  | 11 | 0  | 0 |
| Munley, rf   | 4  | 2  | 1  | 0  | 0  | 1 |
| Berry, cf    | 5  | 1  | 2  | 0  | 0  | 1 |
| Leo, 3b      | 5  | 1  | 1  | 1  | 3  | 2 |
| Barrett, c   | 3  | 1  | 2  | 3  | 1  | 0 |
| Davis, c     | 2  | 0  | 0  | 5  | 1  | 0 |
| Newcomb, p   | 3  | 0  | 1  | 0  | 3  | 1 |
| Conners, p   | 2  | 0  | 0  | 0  | 0  | 0 |
| Totals       | 41 | 11 | 12 | 27 | 10 | 5 |

## Score by Innings

|            |   |   |   |   |   |   |   |   |   | R  |
|------------|---|---|---|---|---|---|---|---|---|----|
| Generals   | 1 | 0 | 0 | 3 | 2 | 0 | 4 | 1 | 2 | 13 |
| Penn. Div. | 0 | 0 | 0 | 5 | 1 | 0 | 4 | 0 | 1 | 11 |

Summary: Two base hits--Schermerhorn (2), Connelly, Barrett; three base hits--Herbst; stolen bases--Sandy; double plays--Marterer to Connelly to Schermerhorn, Connelly to Marterer to Schermerhorn; left on bases--Generals, 5; Carbondale 4. Bases on Balls--off Dollard, 3; off Rosbeck, 3; off Newcomb, 2. Struck out by Dollard, 1; Rosbeck, 1; Newcomb, 3; and Conners, 2.

In the dancing pavilion, following the game, more entertainment was in store. A First Aid contest between a Motive Power department team and a Car department team was won by the latter. Starting with 700 points each, the Car department lost but fifteen and the Motive Power seventeen and a half, which indicates that both worked with rare precision under the stress of speed. The phases undertaken included a fracture of the left collar bone and fracture of the right thigh, patient being handled on regular stretcher; simple fracture left leg and simple fracture of right forearm, improvised stretcher from poles and overall jacket being used; application of tourniquet to femoral artery right leg, handling patient with human stretcher; simple fracture of shaft of left arm and laceration of scalp, support being afforded by single helper; fracture of right knee cap and fracture of lower jaw, left side, with patient being moved on a three-handed seat; demonstration of the Schafer method of artificial respiration, and lastly, a demonstration of the fireman's lift. / Boxing in several classes followed and the close attention given by the crowd that filled every bit of available space within the hall, was broken only by the almost continuous applause that urged one contestant or another to greater efforts. The results were a draw between J. WALKER of the Transportation department and GEORGE MANGUS of the roundhouse force at Carbondale; another draw between 'Kid' Matthews, who made his first appearance in the ring and did himself credit, and 'Young' Gouldsworthy of Taylor; a knockout for 'Kid' Benway who opposed JOHN MATTHEWS; a draw between CHARLES WOLF and SAM POTES, both of the Car department; and a victory for 'Silent' Cawley of Dunmore who met ANDREW SEDLOCK, a novice. A ten-minute wrestling match to a draw between 'KID' PONZI and MILO FITCH proved a worthwhile feature as did the boxing bout between 'Bob' and Walter Hodge, the six and eight-year old sons of LOUIS HODGE of Oneonta, a Susquehanna division trainman, who are well known to all boxing fans among our employes and never fail to make a decided hit wherever they appear. / Cash prizes to the amount of \$265 were awarded during the day and evening as were a score or more contributions of real value made by Carbondale and Scranton merchants, and by employes. / Dancing [music by Bates & Niesen's orchestra] brought the day to a close and proved a delight until the hour of departure of the special train at 11 p. m. Meanwhile the various concessions were well patronized and the grove, well lighted, was alive with activity. At no time during the day had there been any interruption of an unfavorable character to spoil any part of the program or the enjoyment of any individual and up to the very last minute everyone had the best time possible. / The officials of the Company, headed by H. F. BURCH, assistant general manager, were a part of the happy gathering throughout the day and evening, and there

were also present, several officials from other railroads; E. J. Healey, mayor of Carbondale, and 'Jack' W. Holder and 'Bill' Davidson, federal inspectors. / A golf tournament and dinner at the Crystal Lake Country Club was the Sunday entertainment arranged for the official party. M. J. MCDONOUGH, division engineer of the Pennsylvania division, made the best score in covering the course and was awarded a handsome silver loving cup. H. D. CHAMBERLAIN, finishing second, received a golf bag, and C. A. MORGAN, superintendent of the Pennsylvania division, and H. E. MORGAN, division agent, finished in third place for which honors a wrist counter was offered. / J. J. BRENNAN, master mechanic, was chairman of the general committee in charge of the entire program, and the sub-committees were headed as follows: Finance, T. A. MACKIN, general roundhouse foreman at Wilkes-Barre; refreshments, M. J. CANTWELL, assistant trackman; publicity, JOSEPH PHILBIN, chief clerk to the division engineer; athletics, Archie Morgan, physical director at the Carbondale Y. M. C. A.; grounds, M. J. MCDONOUGH, division engineer; and dance, J. Sullivan.

The "Second Annual D. & H. Field Day" took place at Lake Lodore on Saturday, August 14, 1926. Here is the announcement of that event that is given on the back cover of *The Delaware and Hudson Company Bulletin*, August 15, 1926:

# Second Annual D. & H. Field Day

(ALL DEPARTMENTS)

AT

## LAKE LODORE

SATURDAY, AUGUST 14, 1926

### BASEBALL

PENNSYLVANIA DIVISION vs. ALBANY GENERALS

3:30 P. M.

CAR DEPARTMENT vs. ROUNDHOUSE

10:00 A. M.

### SPORTS

*100-Yard Dash      Potato Race      Running Broad Jump*  
*Sack Race      Three-Legged Race      Fat Man's Race*  
*Shot Put      Tug of War      Pie Eating Contest*  
*Swimming and Boat Races*

PRIZES FOR ALL EVENTS

### AMUSEMENTS

*Boating      Swimming      Dancing      Midway, Etc.*  
*Refreshments Served*

EVERYBODY WELCOME

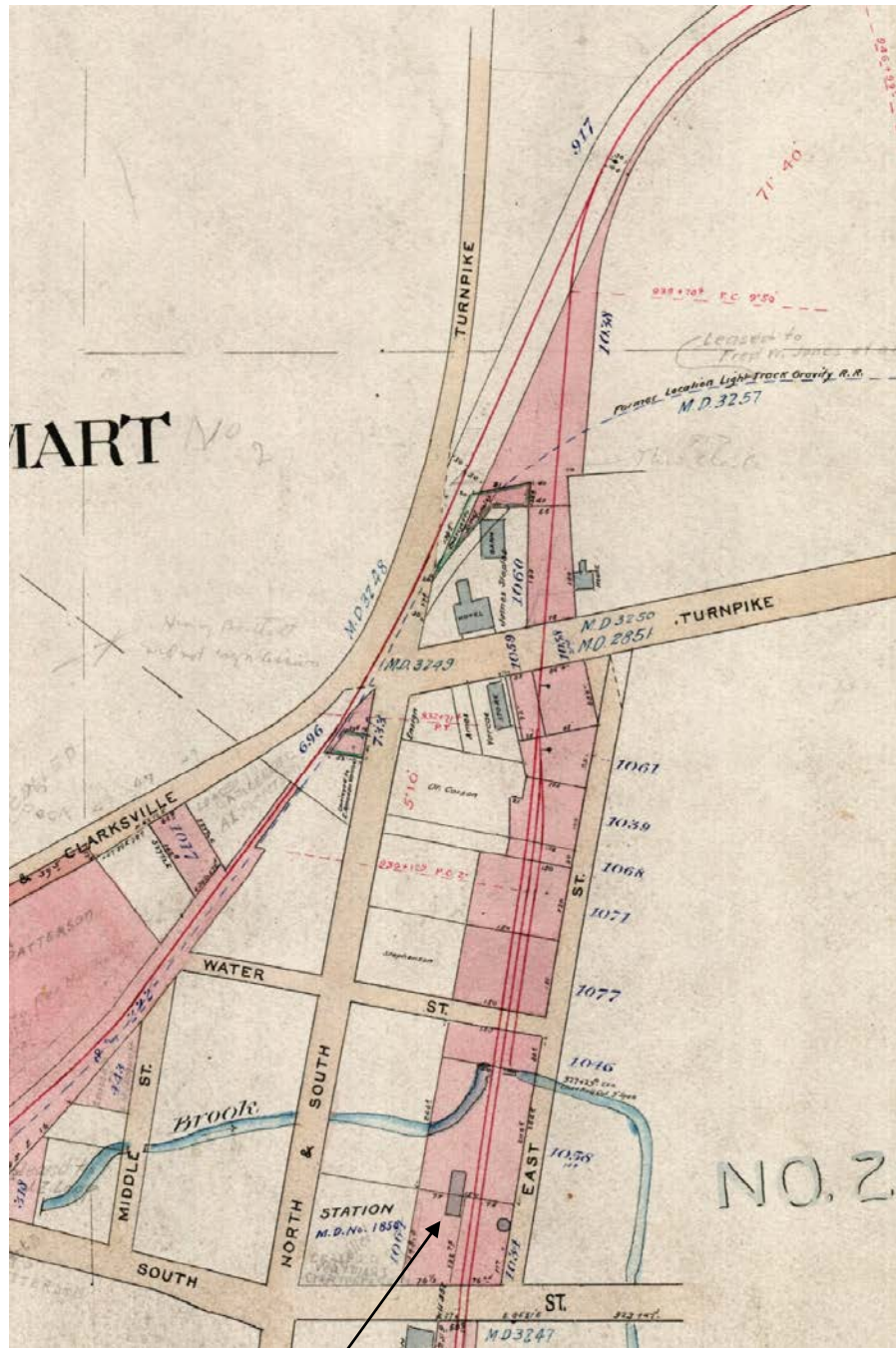
A write-up on this second D&H Field Day was probably published in the September 15, 1926 issue of *The Delaware and Hudson Railroad Bulletin*. Regrettably, a copy of that issue of the *Bulletin* is not in the holdings of the Carbondale D&H Transportation Museum.

From the announcement of the upcoming event, we do know that two baseball games were planned: one between the Pennsylvania Division and the Albany Generals, beginning at 3:30 P.M., and one between the Car Department and the Roundhouse, beginning at 10 A.M. Other sporting events planned for the day were: 100-yard dash, potato race, running broad jump, sack race, three-legged race, fat man's race, shot put, tug of war, pie eating contest, and swimming and boat races.

Thomas J. McCawley was a D&H engineer whose engine frequently pulled excursion trains to Farview and Lake Lodore. Once on a test run, two small engines, the 270 and 271, pulled eleven cars up the 2.2 per cent grade out of Carbondale. In McCawley's biographical portrait in the April 1, 1936 issue of *The Delaware and Hudson Railroad Bulletin*, we read:

". . . Beginning in 1899 Mr. McCawley handled various extra passenger runs, both on the main line and the Honesdale Branch. Frequently he pulled excursion trains to Farview, and later to Lake Lodore. Once on a test run, two small engines, the 270 and 271, pulled eleven cars up the 2.2 per cent grade out of Carbondale." (Biographical portrait of Thomas J. McCawley on pages 51-52, 60, *The Delaware and Hudson Railroad Bulletin*, April 1, 1936)

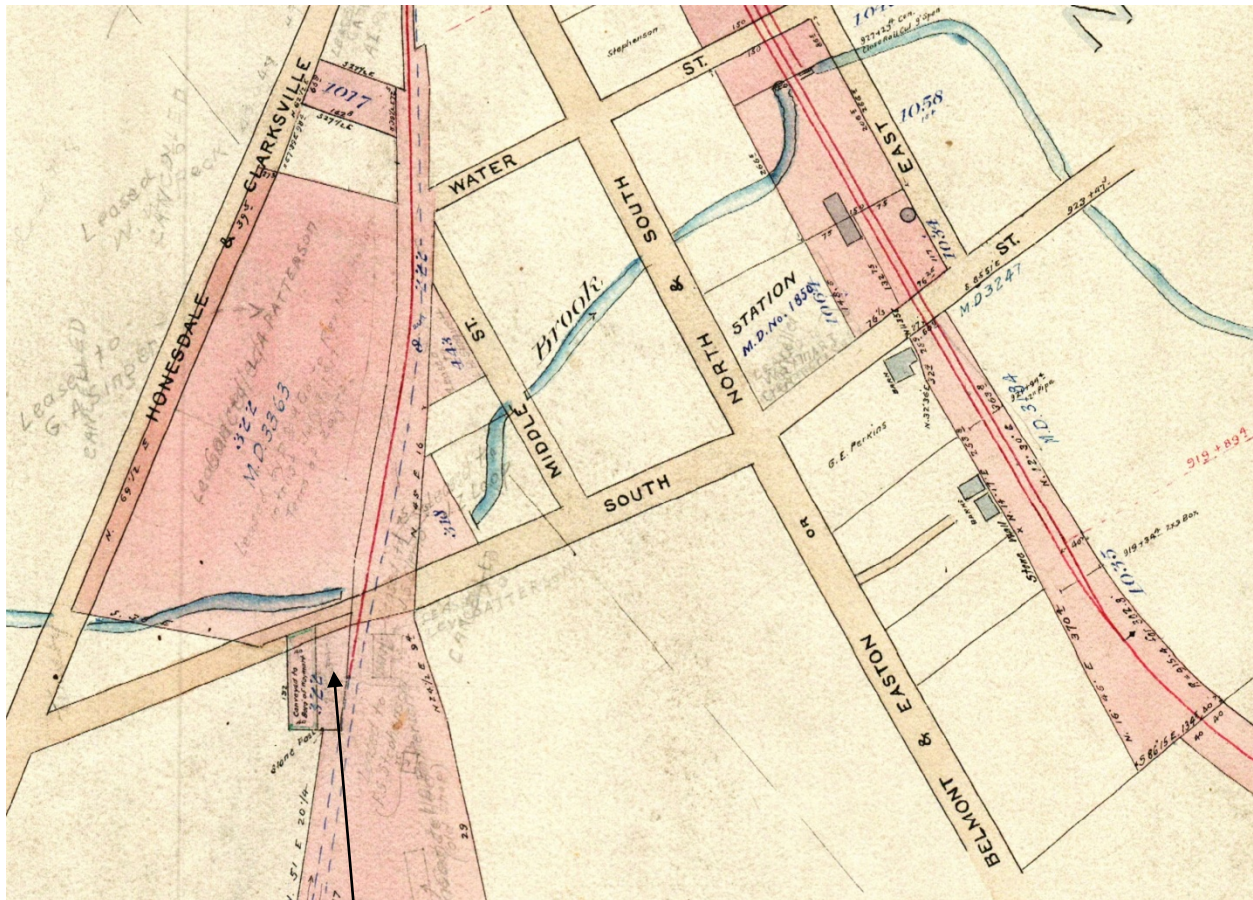
Detail of downtown Waymart (1901 Anderson map):



Steam line station in  
Waymart; now owned by  
Jane Varcoe



Detail of Downtown Waymart (1901 Anderson map):



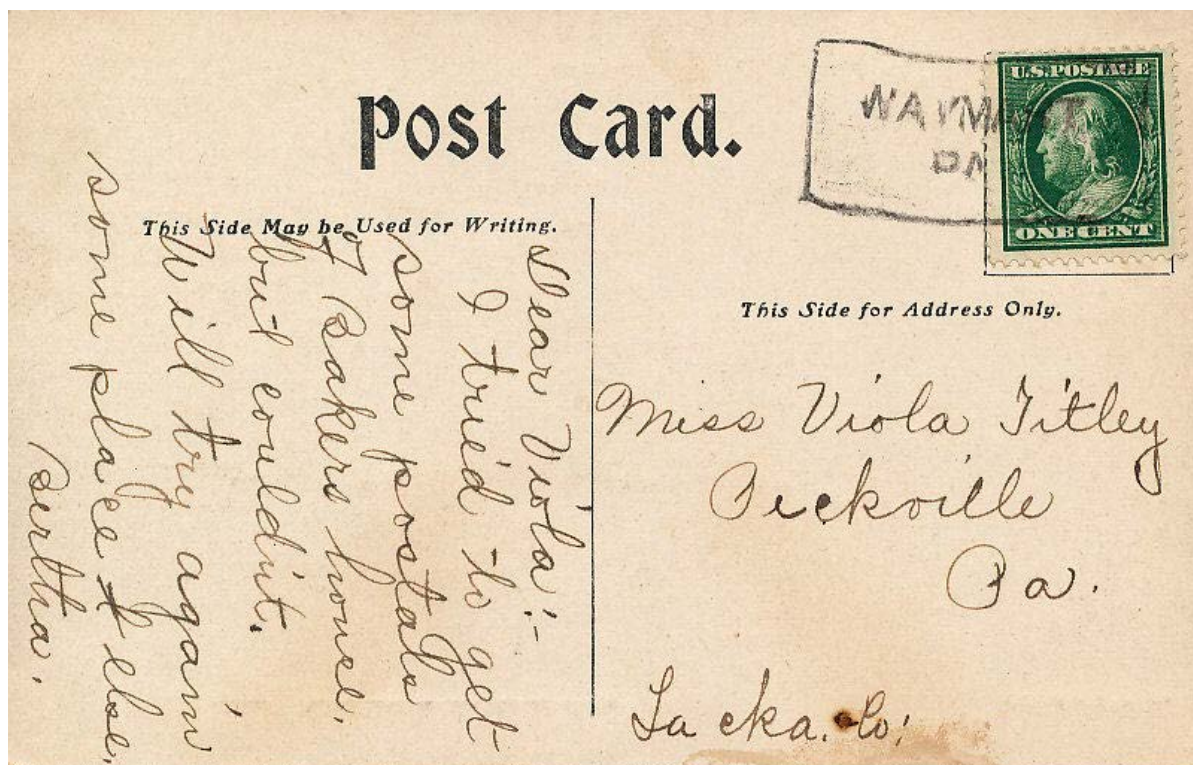
Present location of Waymart  
D&H Gravity depot



Post card view of “Waymart Square” during the years when the Honesdale Branch of the D&H was in operation. This post card was sold on E-Bay on March 7, 2017.

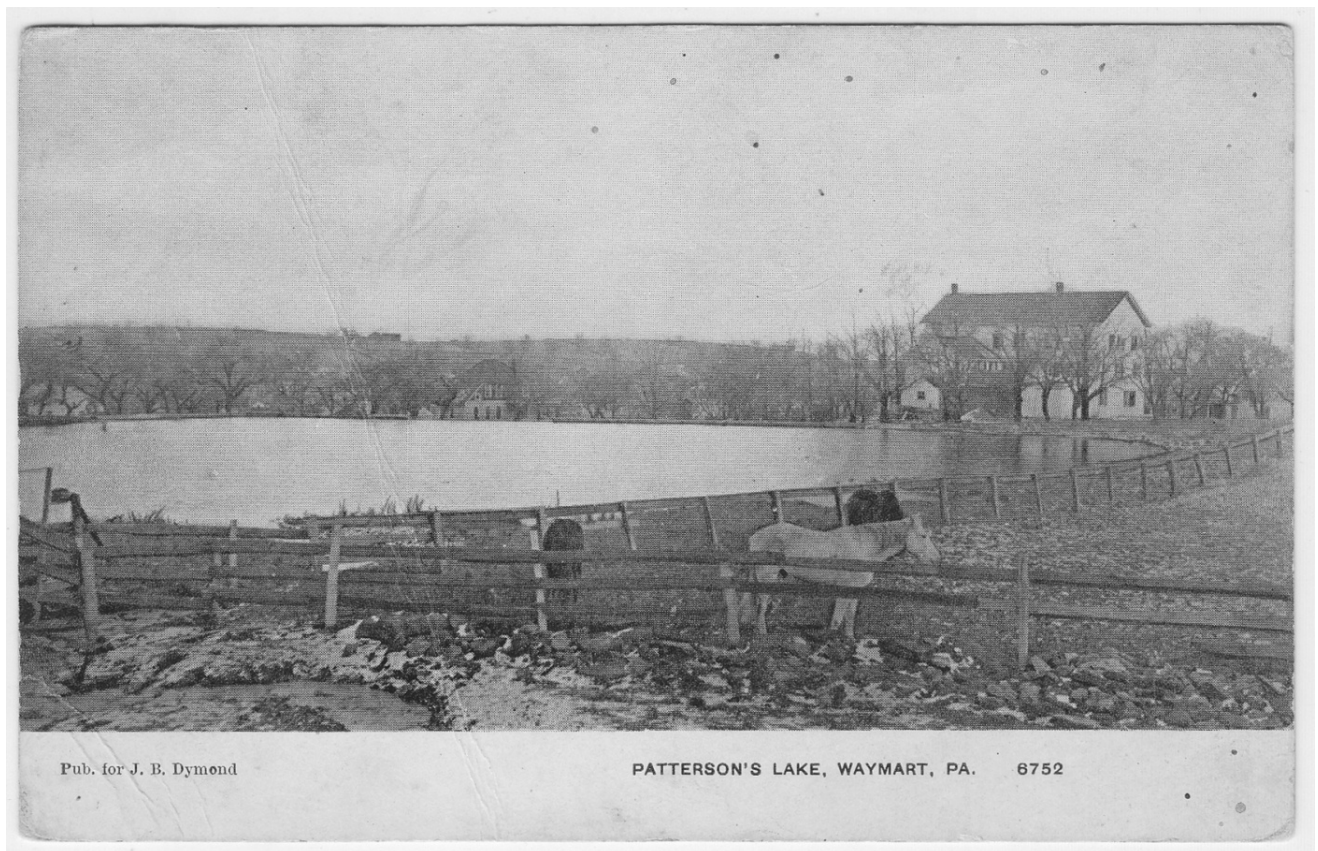


Back of post shown on preceding page:



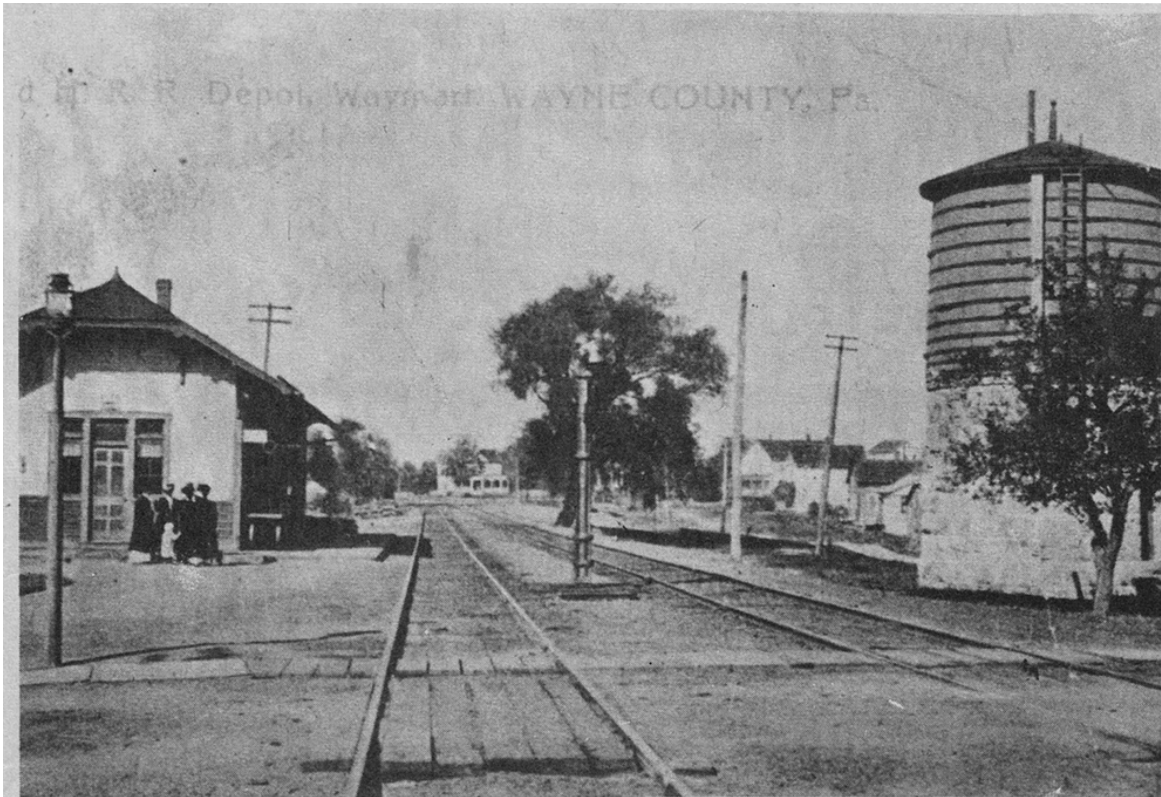


Patterson's Lake, Waymart, PA" Post card in the collection of the Carbondale Historical Society.



"Patterson's Lake, Waymart, PA"

Newspaper clipping showing Waymart D&H steam line passenger and freight depot and water tower on the Honesdale Branch.



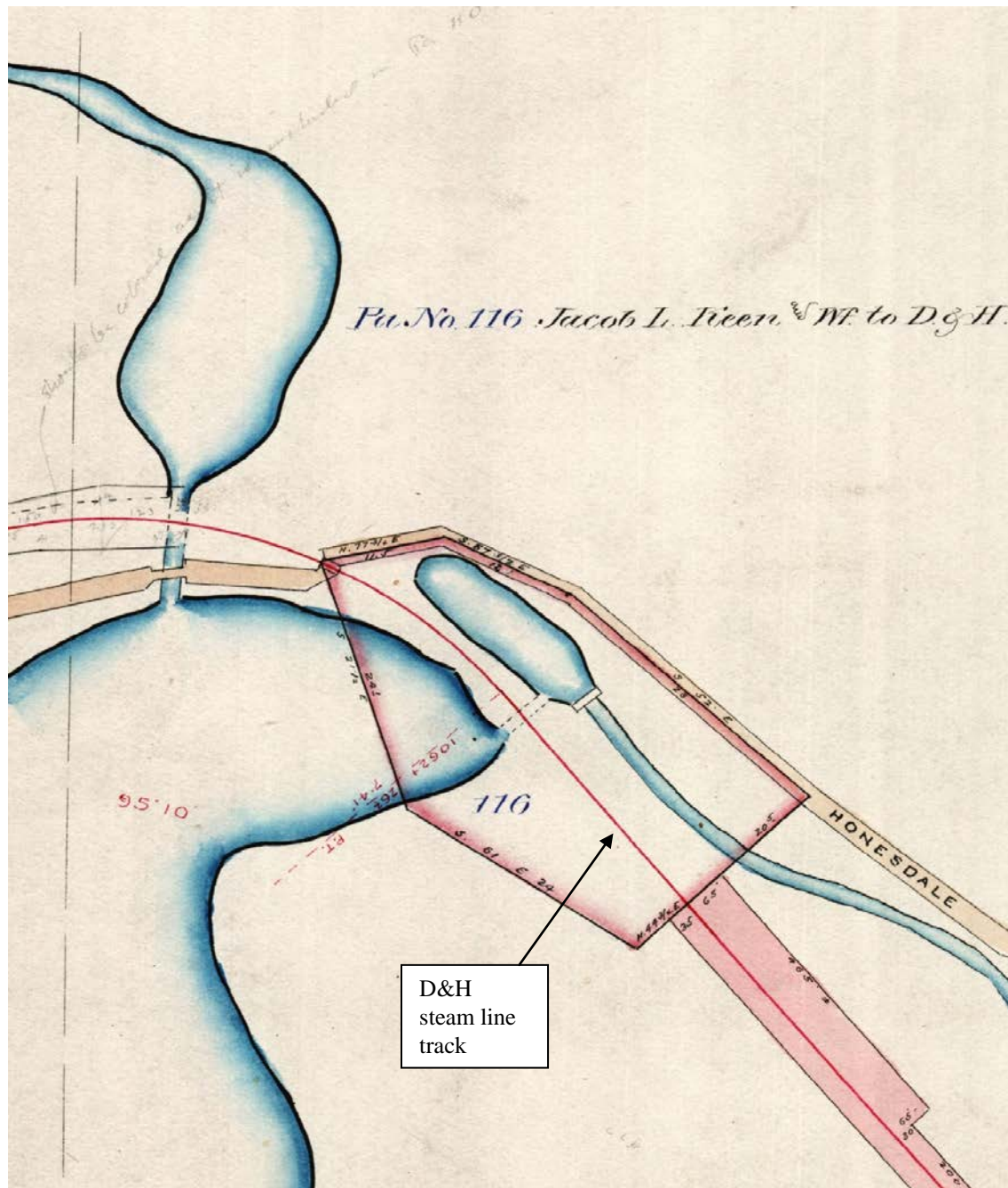
**PHOTO FROM YESTERDAY --** This was the depot and water tower at Waymart on the Honesdale Branch of the Delaware and Hudson. Honesdale Branch was replacement for D&H Gravity Railroad, which was operated from 1829 to 1899. Honesdale Branch was abandoned in early 1930's. It was at its peak of usefulness from 1899 to time of America's entry into World War I in 1917. Summer trains to Lake Lodore did terrific business in that period. War cut down on summer resort traffic and the automobile age began as soon as World War I ended.

Here is a description of the Waymart D&H steam-line station that is given in *Dixon*, pp. 67-68:

The Waymart Station represents one of the major structures built by the D&H when the Honesdale Branch first opened. Erected in 1900, the combination passenger and freight station stood atop a rubble foundation laid with mortar. The station's principal framing consisted of wooden sills, joists, plates, rafters, and studs. Black slate shingles topped the clipped gable roof. The roof's broad extended eaves featured 'shaped rafters & brackets.' A three-sided bay window on the building's eastern side overlooked the rail line. A loading platform extended alongside the northern half of the building next to the bay window. White pine novelty or German exterior siding painted red and yellow were laid over the wall's diagonal interior sheathing. Three-inch-wide pine boards covered the interior walls of the passenger room. The passenger room's base boards, chair rails, ceiling moldings, door and window frames, and turned corner blocks were varnished. In addition to its electrical wiring and indoor plumbing, the combination station featured two heating stoves, a fire extinguisher, fire barrels for holding water, fire pails, railroad lanterns, and brass lamps. Passengers were provided with a water fountain drinking rack and four 8-foot-long benches for their comfort, in addition to a white pine bulletin board, an oak time table frame, a porcelain lavatory, and a clock with a 12-inch dial. The freight station possessed two freight trucks, a baggage truck, a two-ton freight-weighing pit scale, a way bill box, and a wooden wheelbarrow for loading and unloading sacks of mail. Additional furniture and supplies at the station included a bookkeeper's desk, a cast iron copy press, file cabinets, shelves made from cherry wood, an oak ticket rack, two armchairs, and one stool. . . / . . . A short distance south of the station but on the eastern side of the rail line stood a circular, wood frame water tank, built in 1899. The tank measured 16' x 21', stood atop a circular limestone foundation, and held 35,000 gallons of water for filling the train's [sic] steam engines."

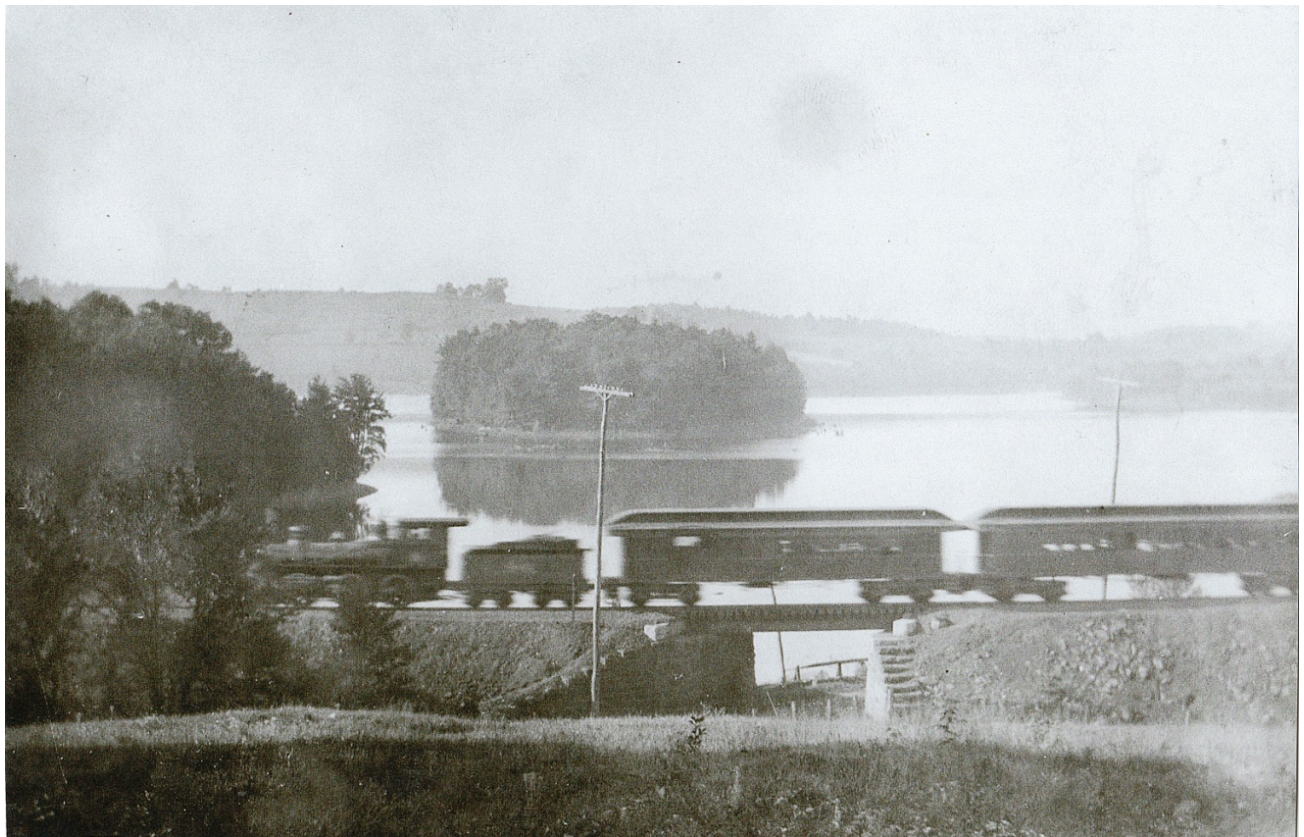


Keen's Pond (1901 Anderson map):



### **Keen's Pond:**

*Honesdale Bound, D&H Steam Locomotive and Cars on the "Honesdale Branch" at Keen's Pond.* Copy print of photo by Roberts Keen in the archives of the Waymart Area Historical Society. Roberts Keen had two sons: Dale and Wade. The Keen property is directly across Route 6 from where this photo was taken. John Buberniak has determined, September 30, 2011, that the locomotive pictured here is No. 45, the "Mars," built by the Dickson Locomotive Works in Scranton, February 6, 1883; construction number 402; engine is a 2-6-0 Mogul, with a weight of 88,000 lbs. The first of the two cars is a combination freight / passenger car; the second is a regular passenger car. These are two of the yellow coaches that were in service on the Honesdale Branch. A photograph of the "Mars" at the head of a cut of passenger cars at the Canal basin in Honesdale is given in *Shaughnessy* on p. 192.



*Honesdale Bound, D&H Steam Locomotive and Cars on the "Honesdale Branch" at Keen's Pond.*

*Keen's Pond, Wayne County, PA.* Post card in the collection of the Carbondale Historical Society.



*Keen's Pond, Wayne County, PA.*

### **The Ice Business on the Honesdale Branch:**

The Lake Lodore Improvement Company focused on Keen's Pond as the locus of its ice business.

In his history of the Honesdale Branch of the D&H, Stuart Dixon reports the following, p. 39, on this initiative:

“Wishing to capitalize on their properties’ location along the Honesdale Branch [at Stanton’s Pond, Keen’s Pond, and Elk Lake], the Lake Lodore Improvement Company planned to harvest and sell lake ice from the firm’s inception. Although only Lodore and Keene lakes were located directly along the Branch, the company considered having a spur built to access Elk Lake. Combining the three lakes, the company owned roughly 700 acres of water surface that could supply approximately 700,000 tons of ice per harvest. The company expected to conduct at least two, and maybe three harvests per winter. At the conclusion of their first resort season [1900, at Lake Lodore], the company started construction of a large icehouse along the shores of Keene Lake, measuring 250 x 150 feet, with 10 rooms capable of storing a total of 50,000 tons of ice. The Keene Lake icehouse design incorporated the most modern features from Hudson River ice-storage buildings, structures that had been studied carefully by Percival Morris, the amusement park buildings’ architect, and John Jordan, the company general manager. . .”

The spur from the Honesdale Branch to Keen’s Pond and the ice house there are shown on the detail from the 1901 map given below.

From the list of Siding Agreements that the D&H had with various organizations along the Honesdale Branch (see list on inside front cover of 1901 map) we see that Siding Agreement “M. D. NO. 3016” was with the “Lake Ladore Improvement Co” at Keen. The exact year in which the track to the Keen Ice House was installed is not known, but it must have been in place as soon as the ice house was completed and used—otherwise the ice from the ice house would have had to have been transported in wagons from the ice house to rail cars on the Honesdale Branch.

Stuart Dixon reports (p. 41) that the Lake Lodore Improvement Company paid the D&H over \$500 in 1916 “for construction of a ‘side track’ at Keene Lake.” This side track is the side track to the Keen’s Pond ice house that is shown on the Anderson map on the following page:





Huge quantities of ice were shipped from Keen's Pond by the LLIC. In *Dixon*, p. 41, we read:

"The Lake Lodore Improvement Company sold [in 1909] 10,000 tons of ice to the Erie Railroad; the order required shipping 40 railcars each day for nine days from Carbondale via the D&H to the Erie's icehouse in Hornell, New York (*The Honesdale Citizen* March 5, 1909). In January 1915, the company employed 115 men harvesting ice from Keene Lake and shipped over 300 railcars of ice over the D&H to Scranton area ice merchants. . ."

Stuart Dixon, pp. 41-42, reports some interesting statistics on the year-round ice business that originated at Keen's Pond:

"Despite being somewhat seasonal, the Improvement Company either harvested or shipped ice during most months of the year. One January the company harvested and stored 30,000 tons and shipped 7,000 tons (*The Carbondale Leader* January 29, 1904). *The Honesdale Citizen* reported one February that the Improvement Company had received an order for 500 railcars of ice and would employ 50 men for about two weeks shipping the order (*The Honesdale Citizen* February 26, 1909). A March report observed that the Improvement Company needed more workers to harvest ice and offered 16 cents per hour in wages, while an April article noted that 300 tons of ice were being shipped each day (*The Carbondale Leader* April 29, 1904; *The Honesdale Citizen* March 10, 1909). One early July found railcars being filled and shipped for nearly a month (*The Honesdale Citizen* July 2, 1908). By late fall, the cycle began anew. *The Carbondale Leader* even observed that "The cutting and storing of ice in Wayne county furnishes employment every season to a large number of men and horses" (*The Carbondale Leader* December 16, 1904).

For additional information on the ice harvests on No. 4 Pond and No. 7 Pond, and on ponds on the Jefferson Branch, see Volume IV in this D&H series, sections 6816 and 6817.

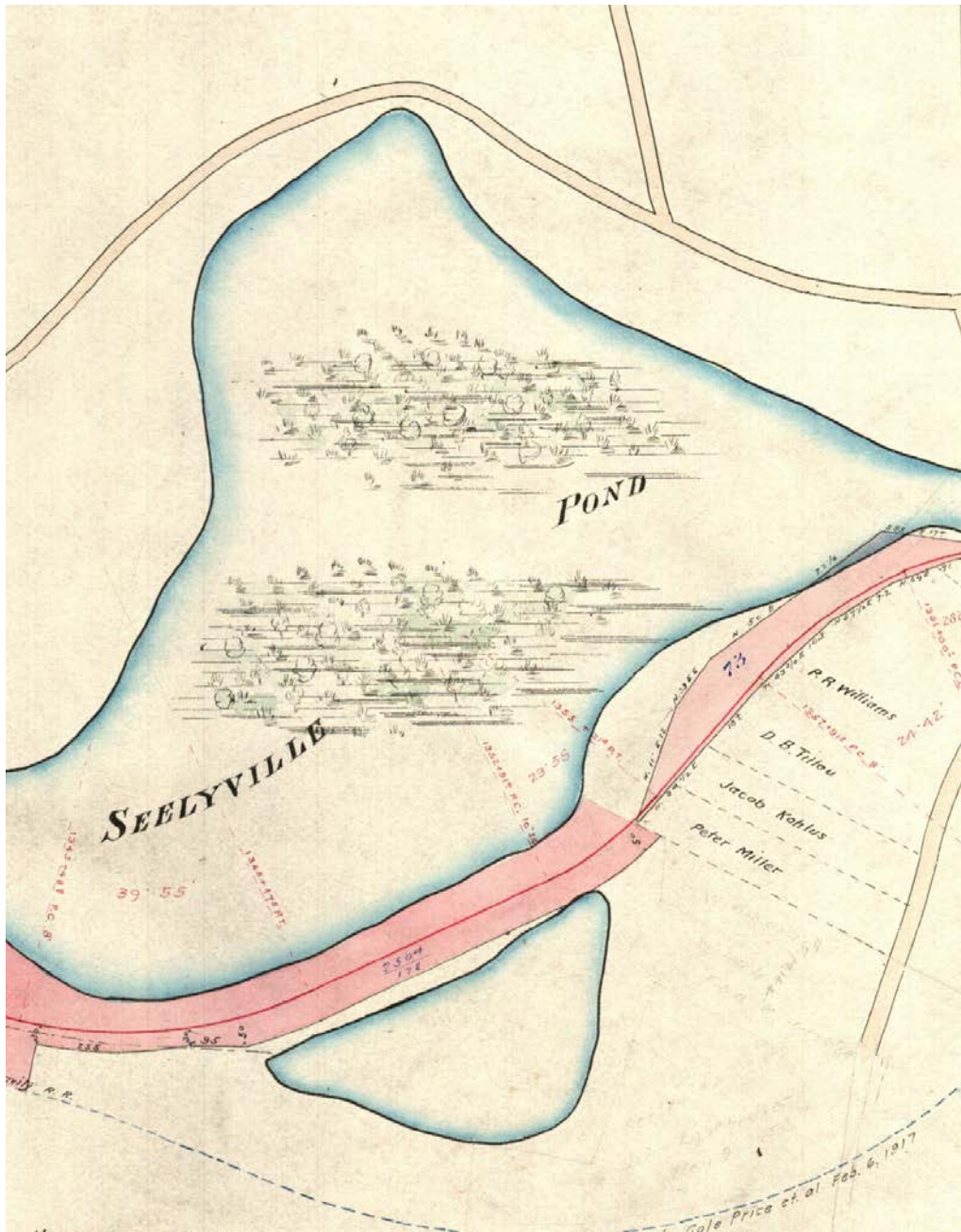
Harvesting ice in upstate New York:

In the biographical portrait of Adam G. Bubb ("Forsook Farm For Railroad," *The Delaware and Hudson Railroad Bulletin*, May 1, 1936, pp. 67-68, 76) we learn that Bubb served as a conductor on the ice trains out of Whitehall during the "ice rush" of the 1889-90 season. Therein we read:

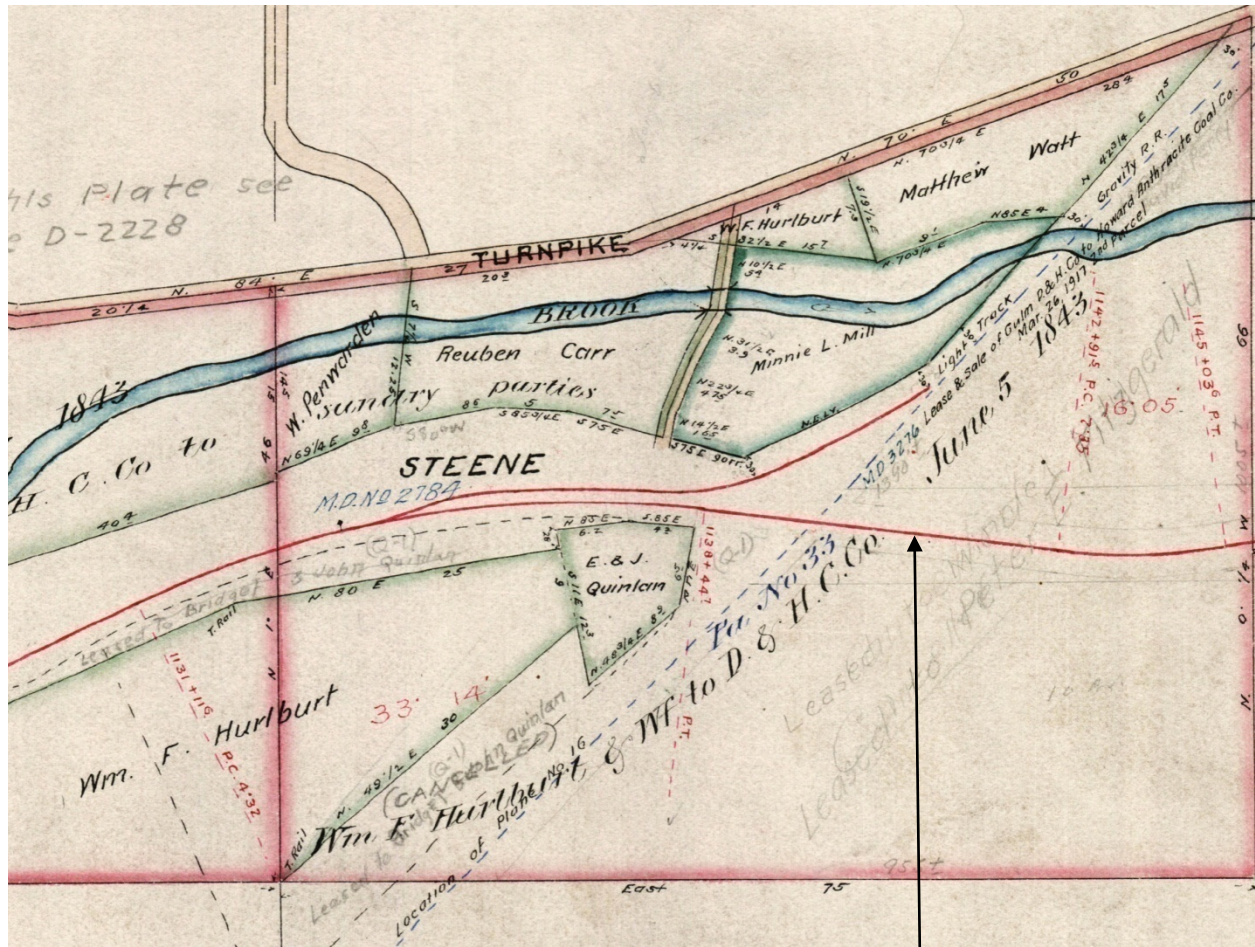
"Solid 30-car trainloads of ice from Lake Champlain went forward daily to New York via Albany and the New York Central. There were 29 crews in the pool at Whitehall, each making one round trip after another, which gives some idea of the quantity of ice moved." (p. 68)



Seelyville Pond (1901 Anderson map):



Steene (1901 Anderson map):

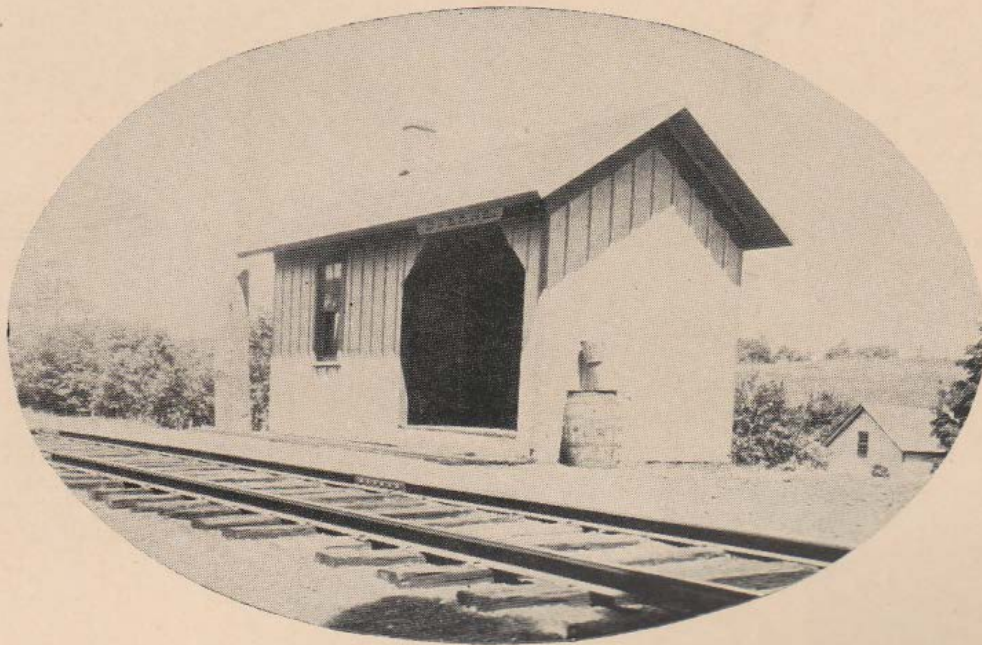


Steam line—on former loaded track  
(Level No. 12)



The Steene passenger station on the Honesdale Branch:

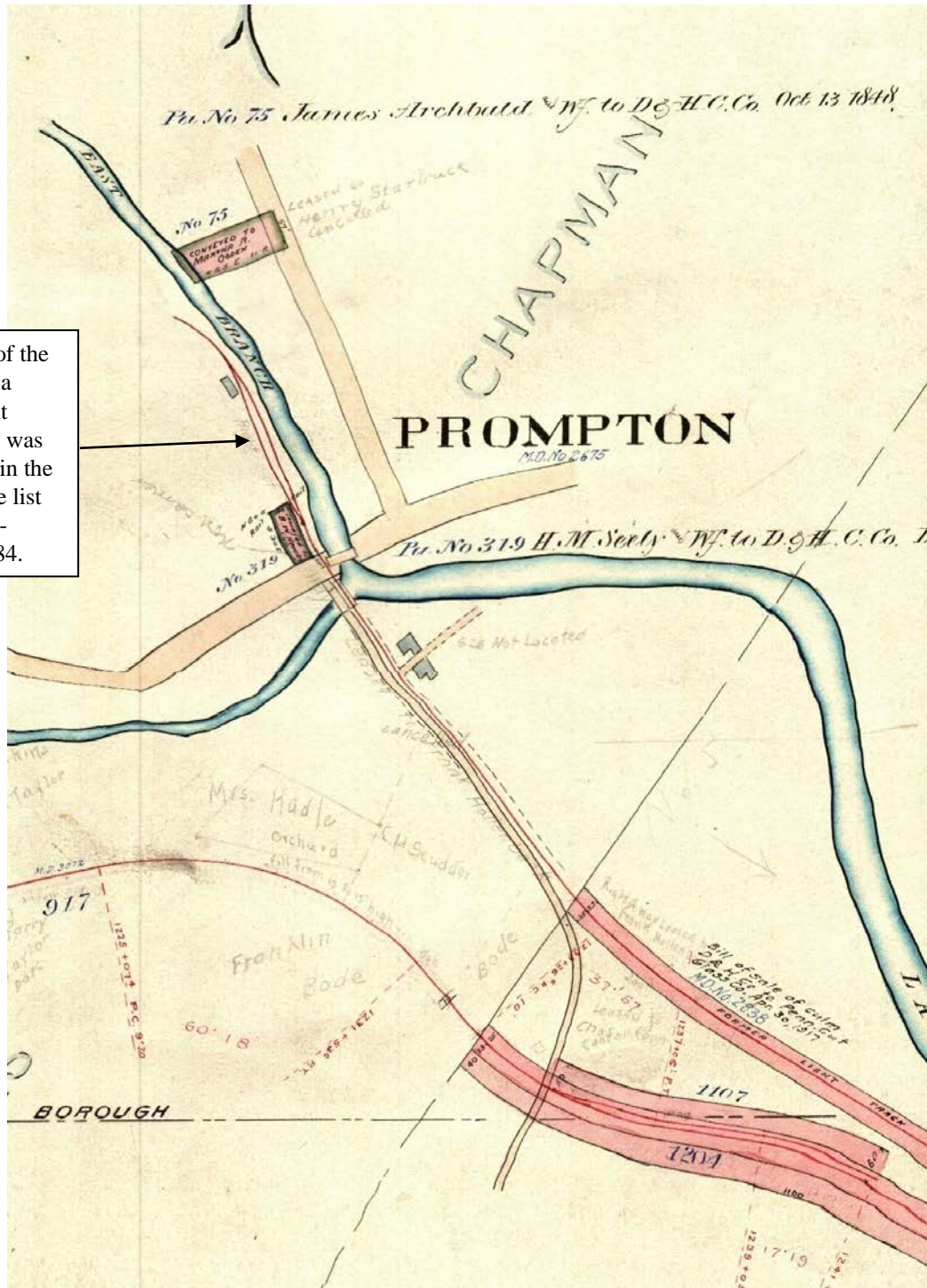
"The Delaware and Hudson Company Inspection of Lines, June 7-10, 1928", Honesdale Branch  
Stations: Steene (p. 47):



WAITING ROOM  
Moved from Prompton, Pa. in 1904

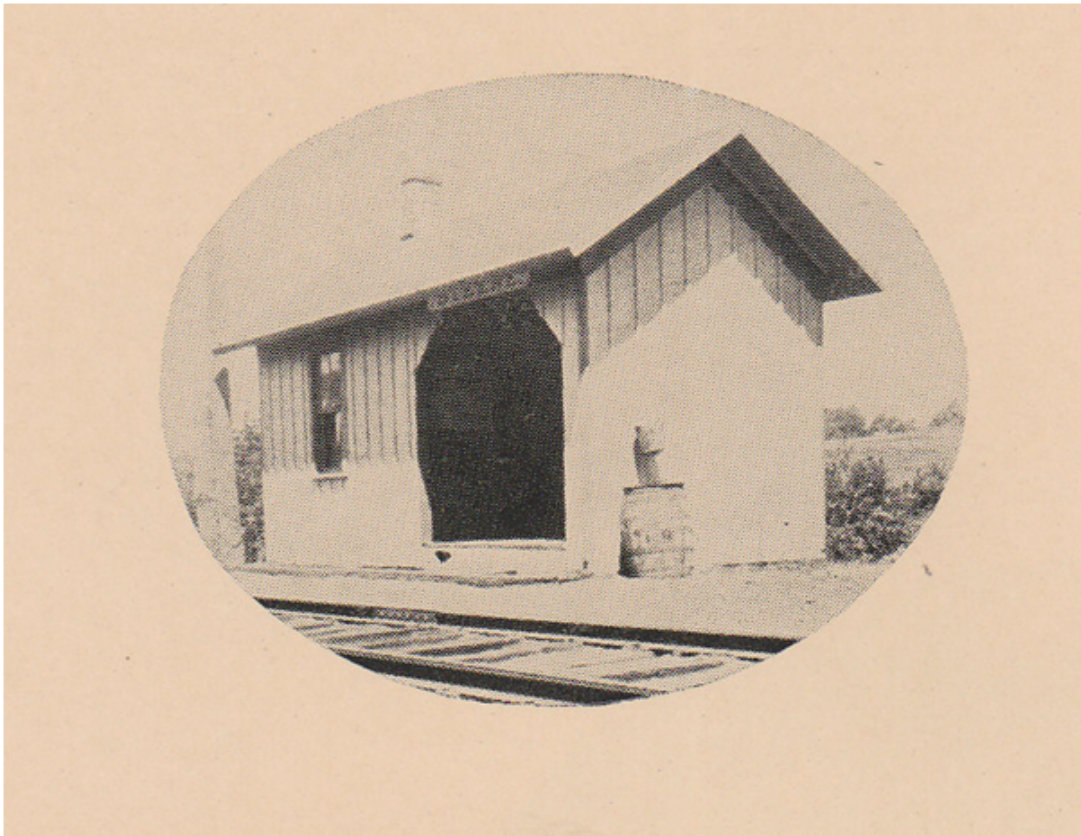
Prompton (1901 Anderson map):

After the closing of the Gravity Railroad, a portion of the light track in Prompton was converted for use in the steam line era. See list of "siding arrangements" on page 184.



The Prompton waiting room on the Honesdale Branch:

"The Delaware and Hudson Company Inspection of Lines, June 7-10, 1928", Honesdale Branch  
Stations: Prompton (p. 49):

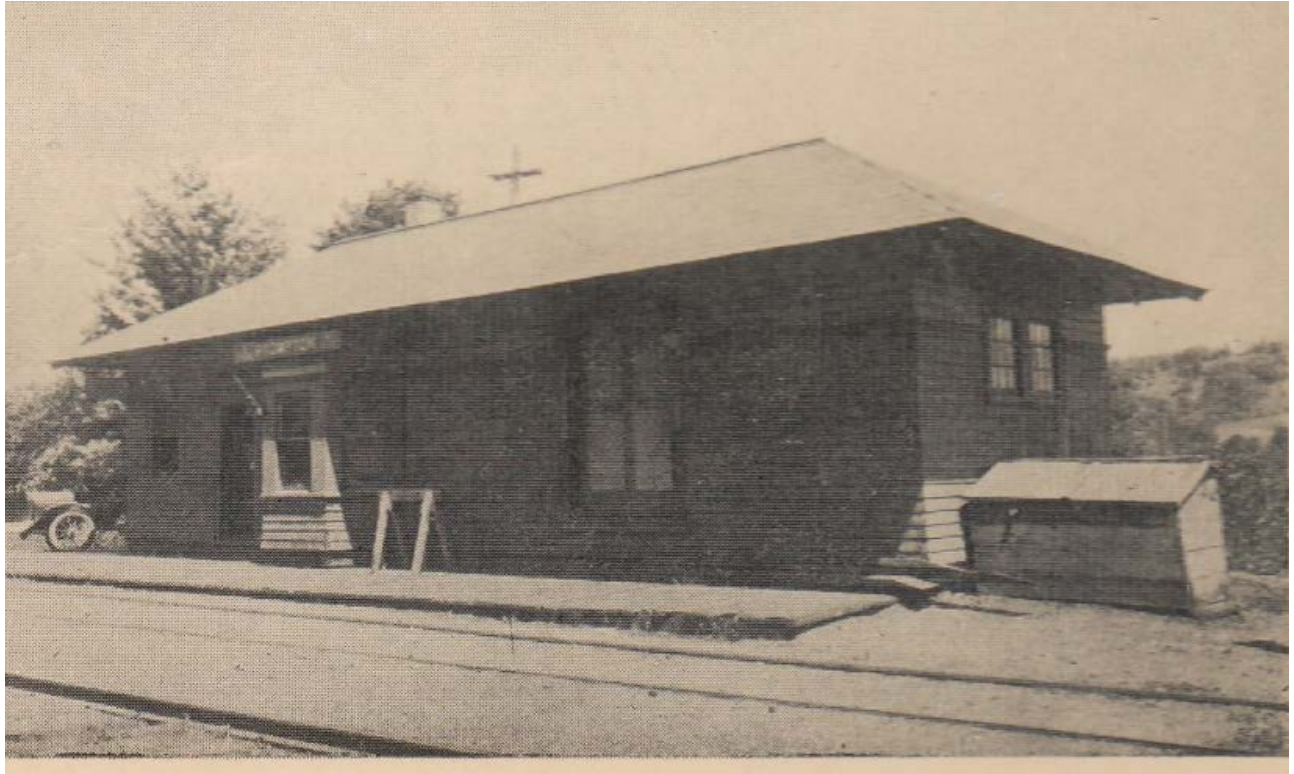


"Waiting Room / Built in 1900 / Moved to Steene, Pa., 1904"



The Prompton Combination Passenger and Freight Station:

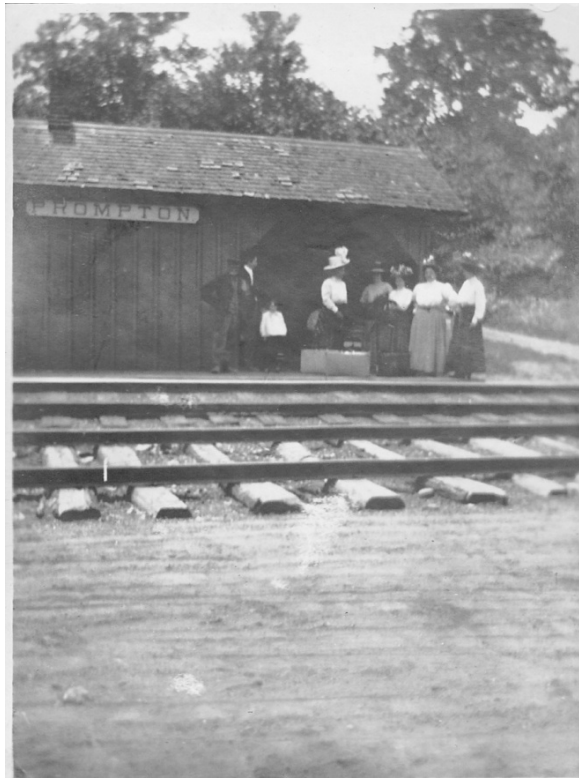
"The Delaware and Hudson Company Inspection of Lines, June 7-10, 1928", Prompton (p. 49):



"Combination Passenger and Freight Station / Built in 1912"

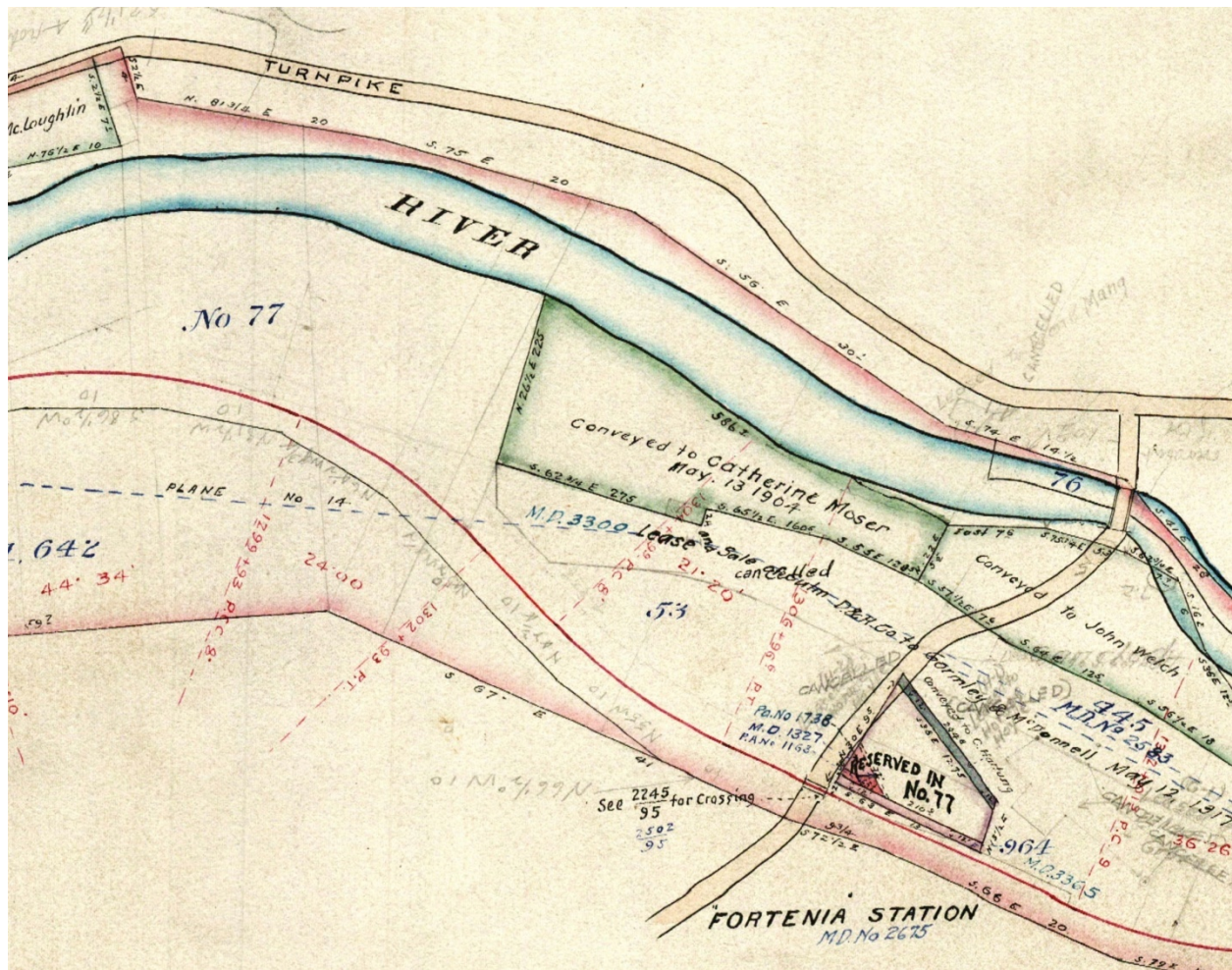


Shown below are two of eight photos in a fold out photo album that was among the photos in Peg Winter's house at 337 McKinley Avenue, Jermyn, PA. It appears that the seven women shown in the photo here went on an outing, departing from Prompton during the steam-line era. How did this album end up in Winter/Russell papers? Possibly one of these women is Emma Squire or her sister Adeline Squire?



On November 6, 2014, John V. Buberniak commented as follows on the photo on the left: "Yes, steam era, but, it's the Prompton headhouse from the gravity era plane, repurposed into a waiting area. During the Gravity era the building was turned 90 degrees to the right (from what we see here, so that the right hand side of the building as seen here was facing towards the viewer; in Gravity days the track passed through one half of the building, with the engine at the head of Plane No. 8 in the other part of the building."

Fortenia (1901 Anderson map):



The text on a newspaper clipping, dated 1907, in the archives of the Wayne County Historical Society reads as follows: “Passengers on Conductor William F. Pearce’s early morning train out of Honesdale on D. & H. passenger train, May 7, 1907, were surprised to witness as the train stopped at Fortenia, a large hawk gliding through the air with a cat in its claws. Frank Horst, trainman, recognized the feline as the family pet because of the red ribbon tied around the cat’s neck. Pussy scratched and clawed the bird of prey in an effort to free herself but the hawk’s sudden plunge to the earth and then swift rising to heights robbed kitty’s breath and the falcon was last seen as it sailed to a nest in an elm tree with its prey.”



Fortenia in 2011: two views, original photos by Dick Temple:

The crossing of the loaded and light tracks (near the middle of Plane 14; loaded track coming in on the right to pass under Plane 14).





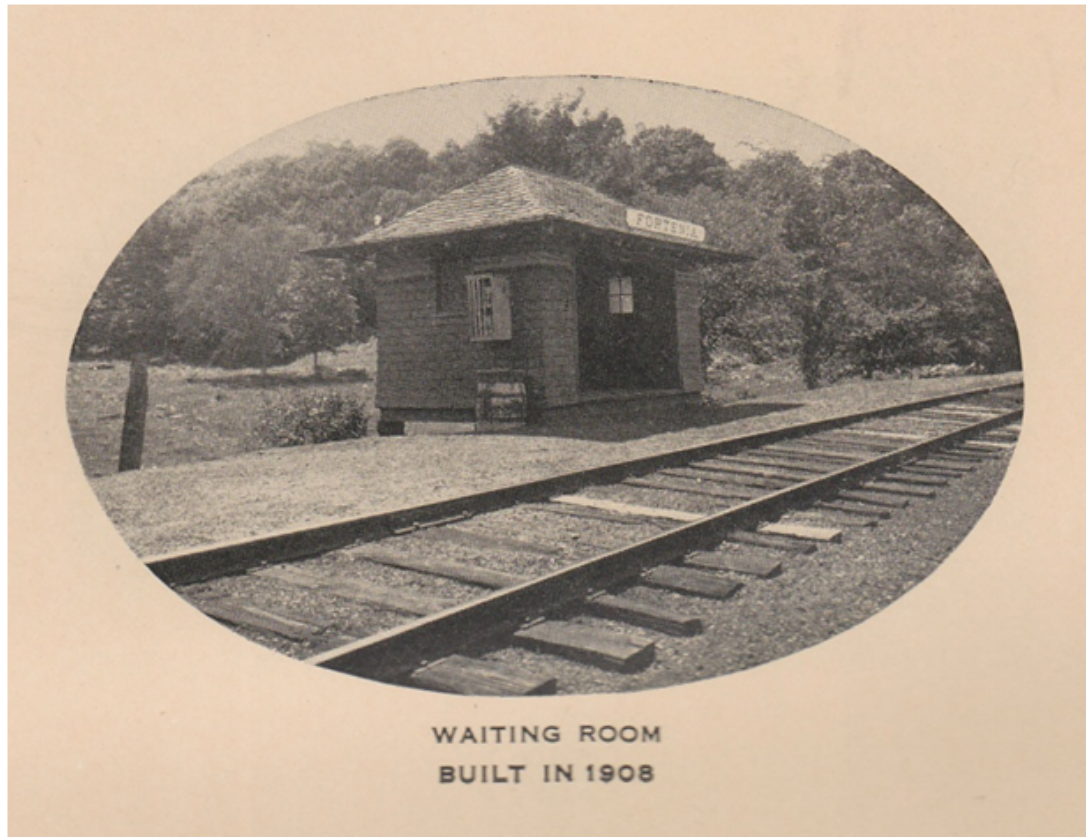
Another Dick Temple photo, taken in 2011, showing the No. 14 engine house foundations from the Gravity era:



*Plane No. 14 Engine House Foundation*

Fortenia Waiting Room:

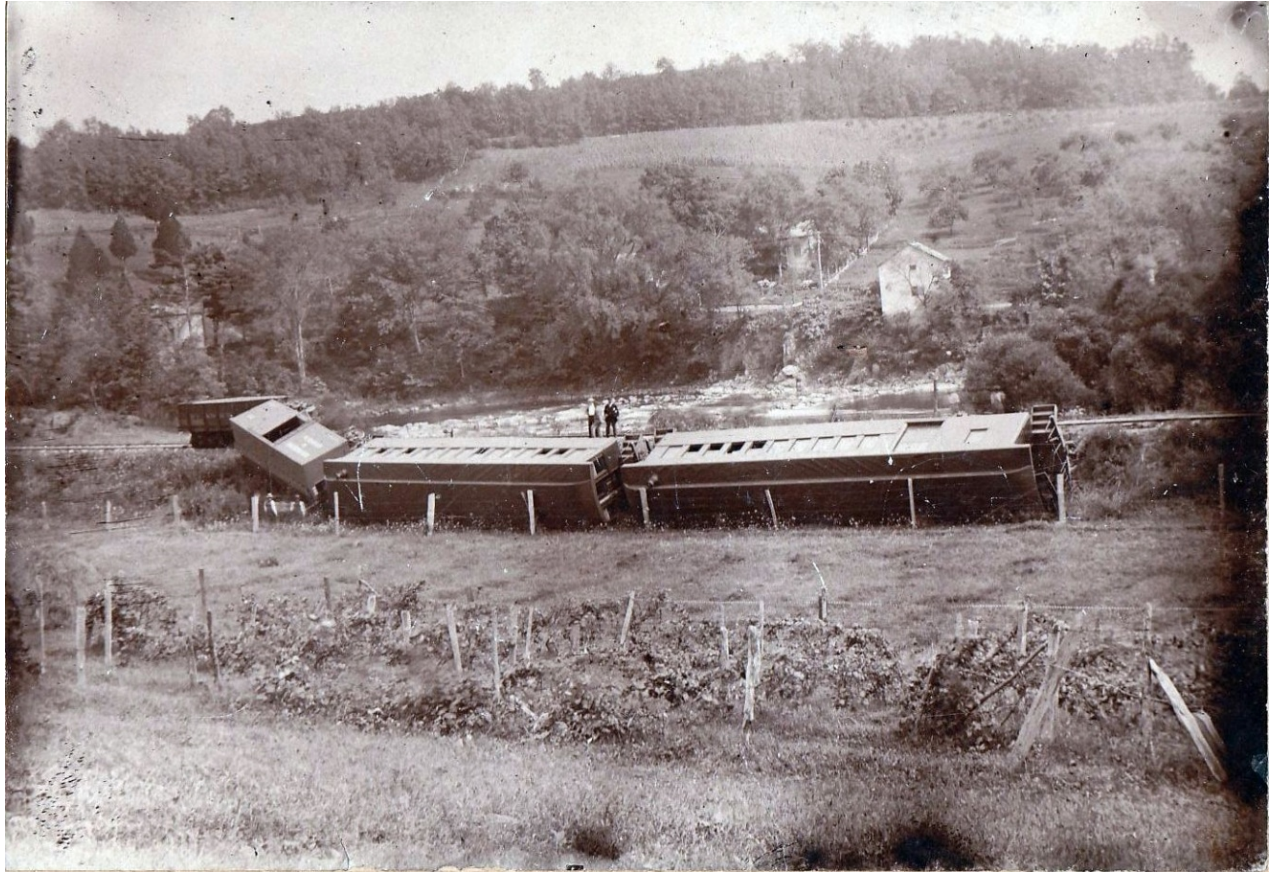
"The Delaware and Hudson Company Inspection of Lines, June 7-10, 1928", Honesdale Branch  
Stations: Fortenia, built in 1908.



*Fortenia Waiting Room / Built in 1908*



Train wreck on the Honesdale Branch at Fortenia, 1906: photo in the collection of the Carbondale Historical Society from John V. Buberniak, Fresno, CA. To date, we have no details on this wreck.



*Train wreck on the Honesdale Branch at Fortenia, 1906*

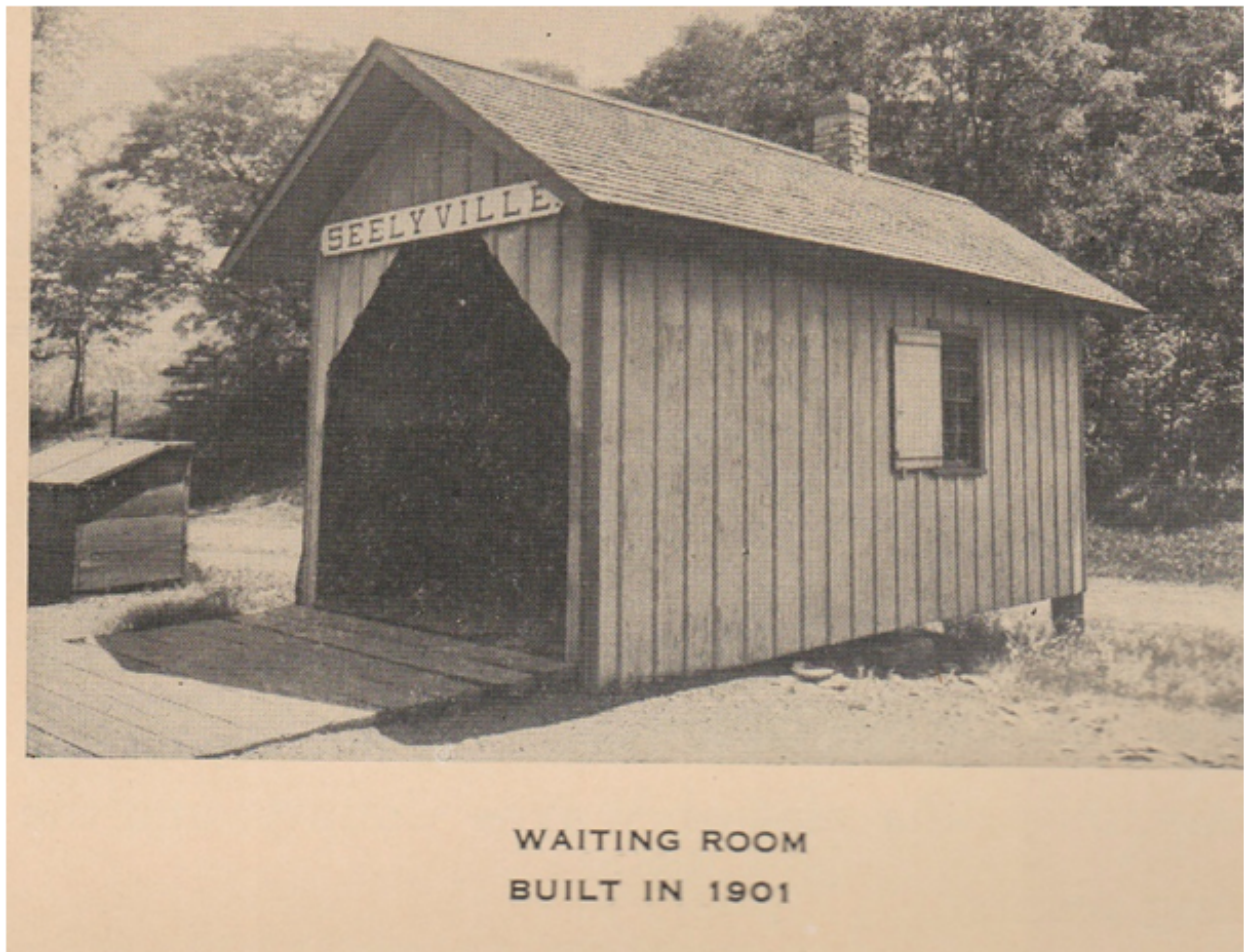


Seelyville (1901 Anderson map):



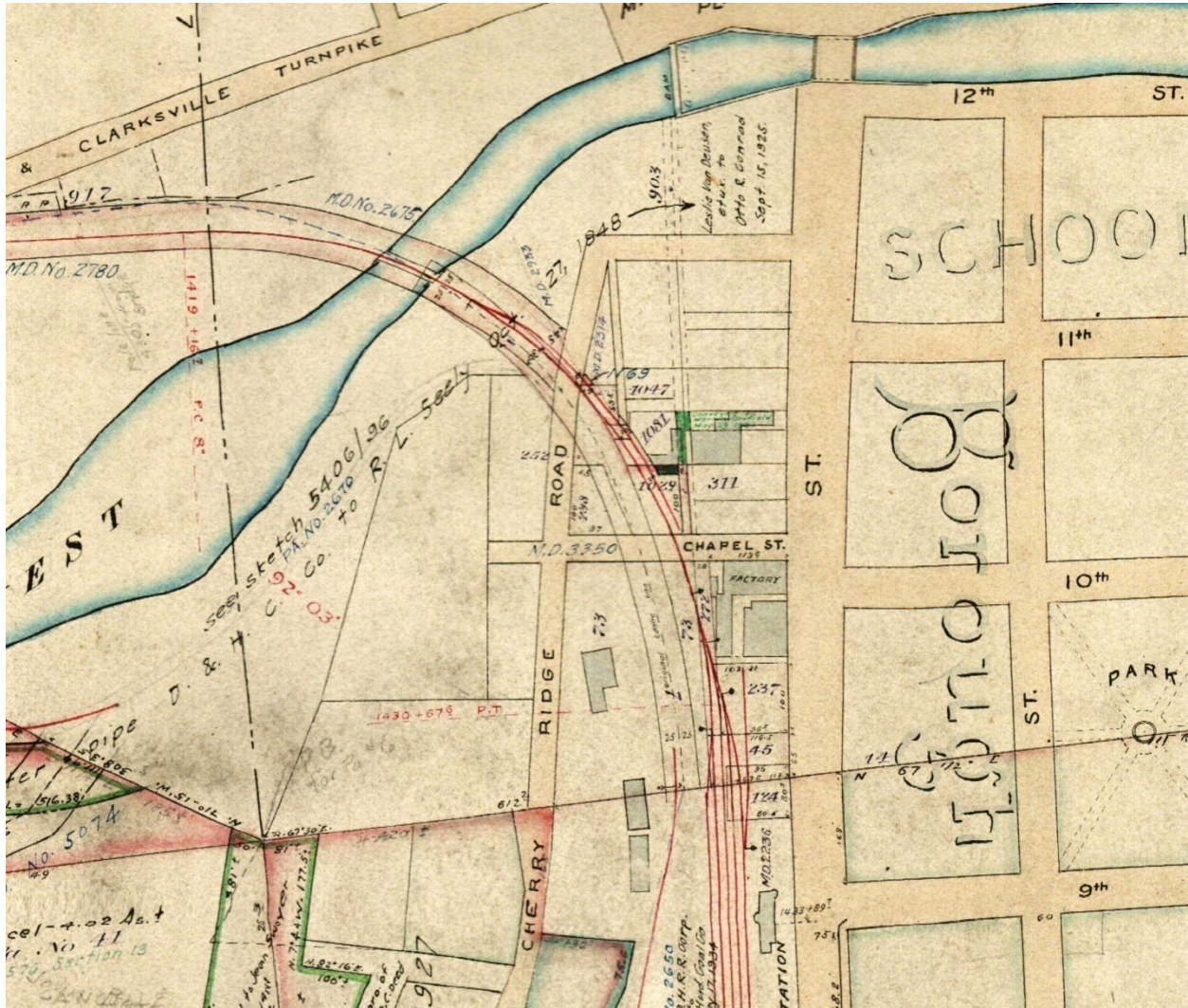
Seelyville Waiting Room, built in 1901:

"The Delaware and Hudson Company Inspection of Lines, June 7-10, 1928", Honesdale Branch  
Stations: Seelyville (p. 53)

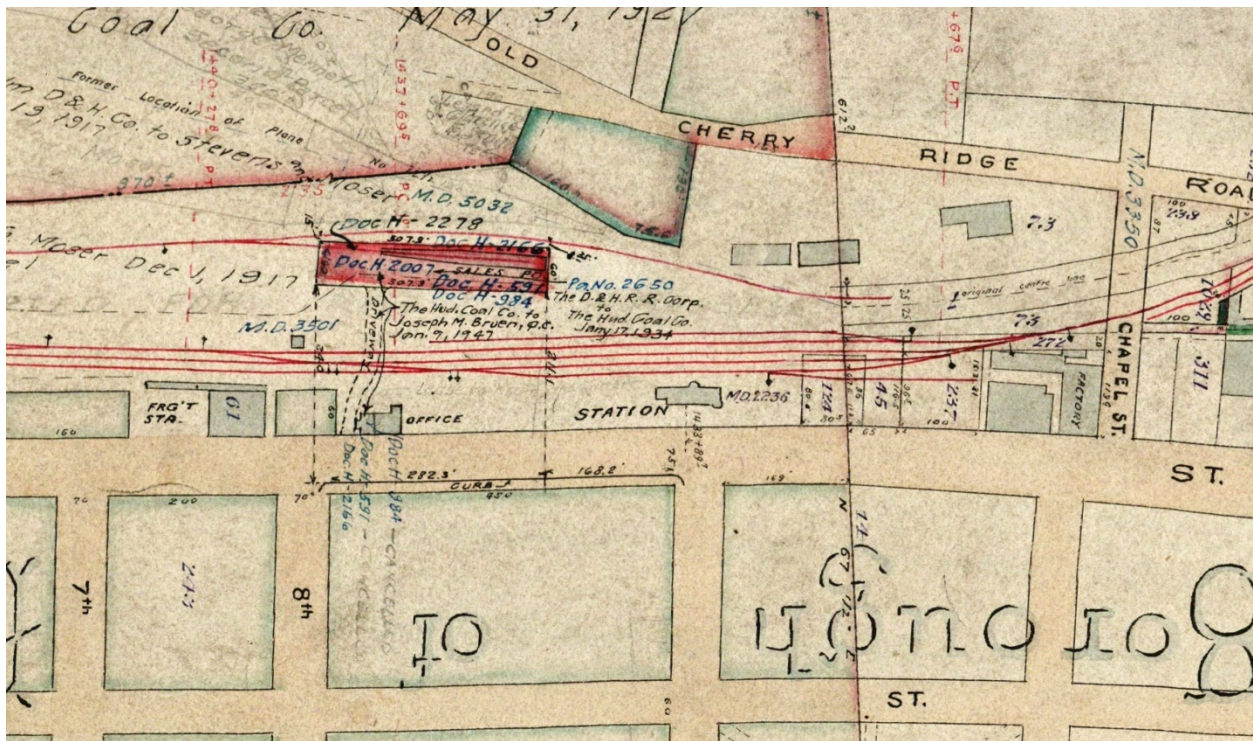




(1)

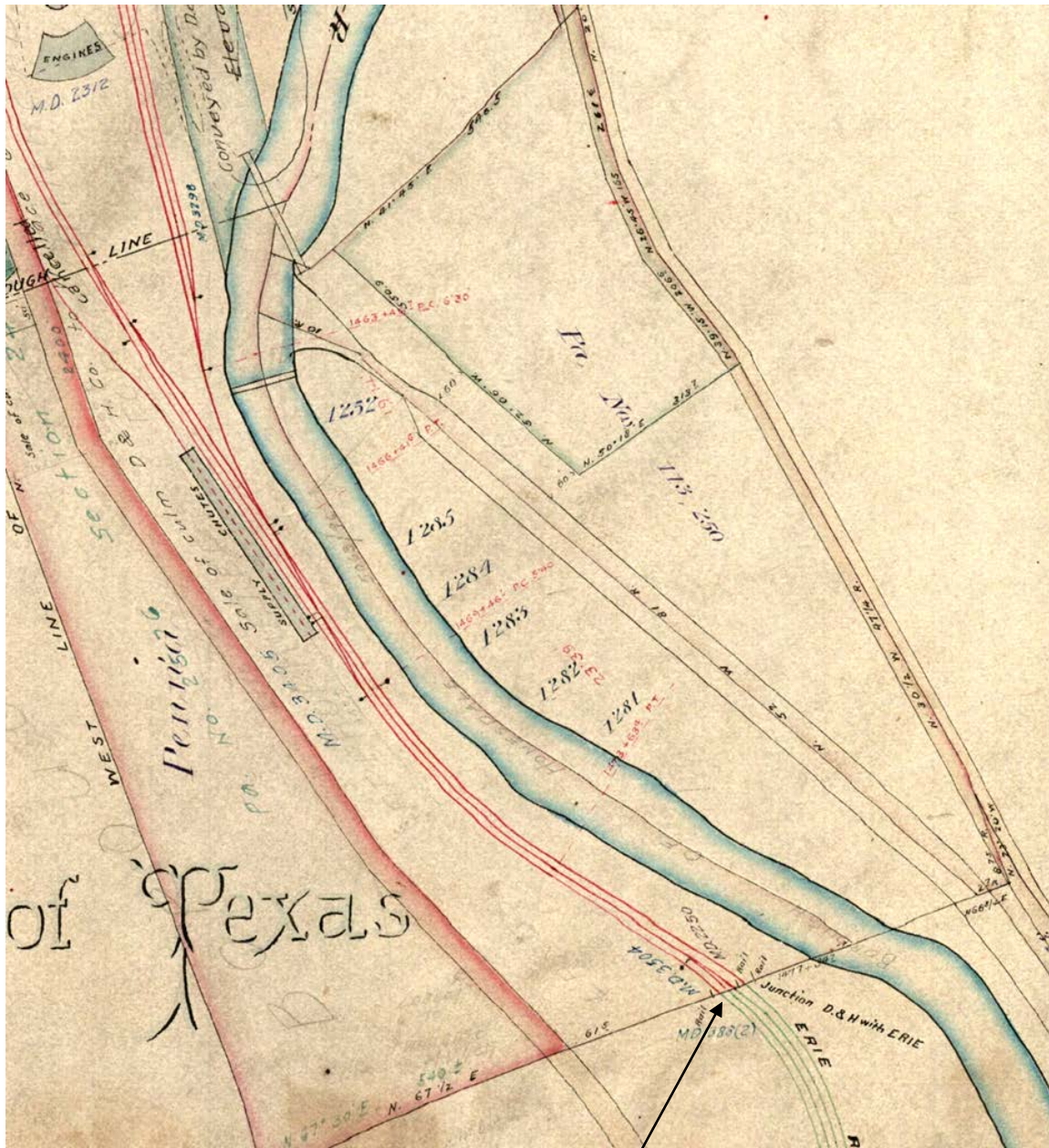


(2) Honesdale (1901 Anderson map):



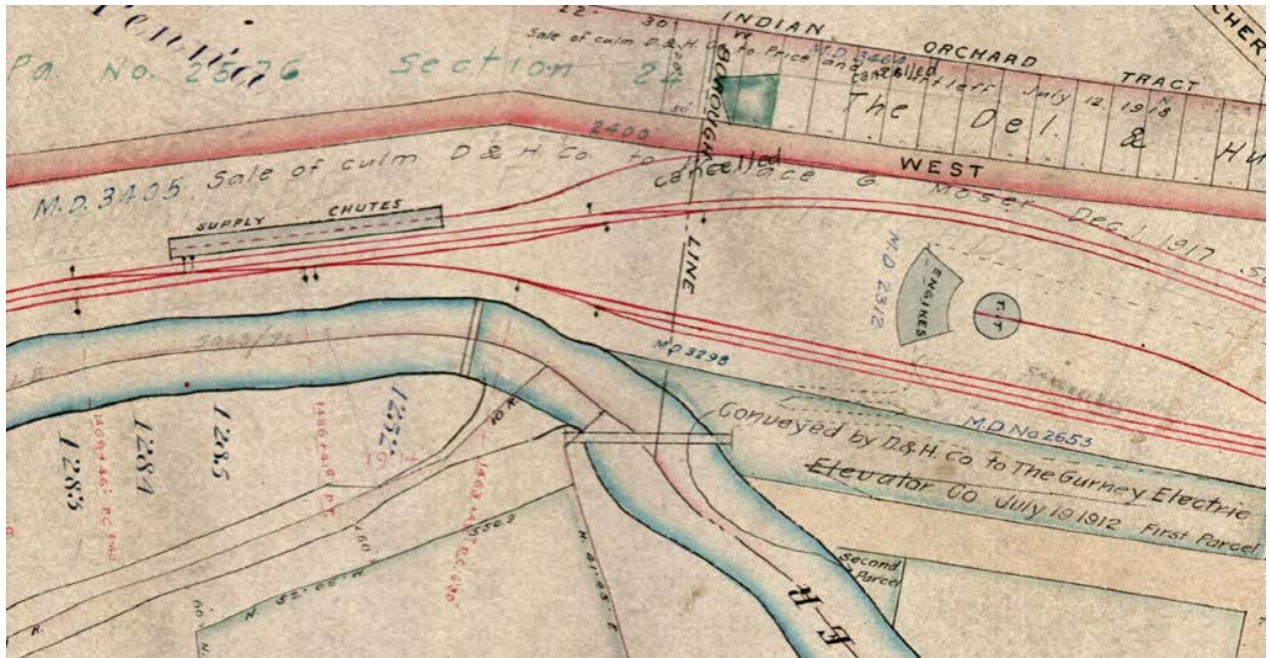


(3) Honesdale (1901 Anderson map):



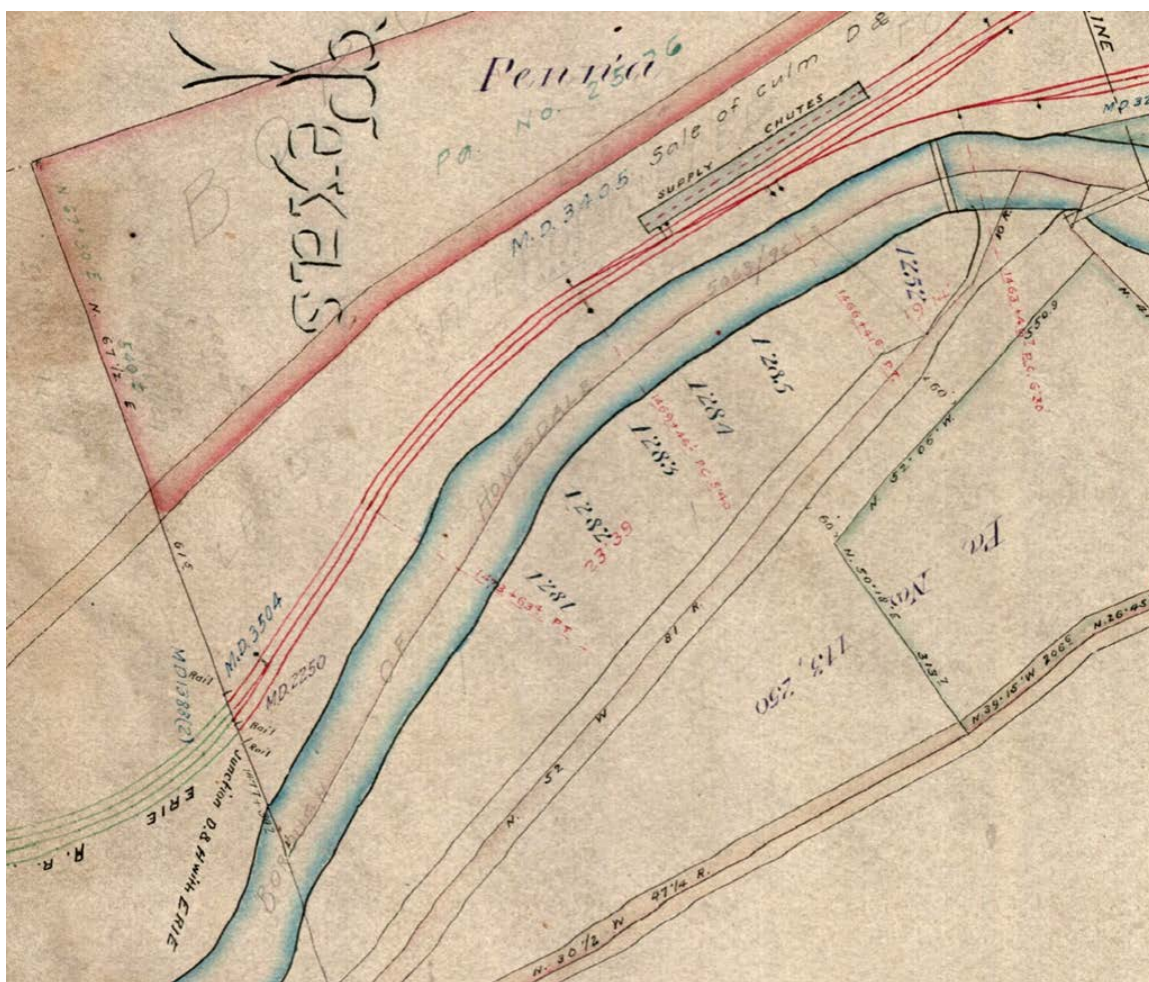
"Junction D&H with ERIE"

(4) Honesdale (1901 Anderson map):





(5) Honesdale (1901 Anderson map):



Also pasted onto an introductory page in the 1901 Anderson map volume is the following notice:

January 22, 1951

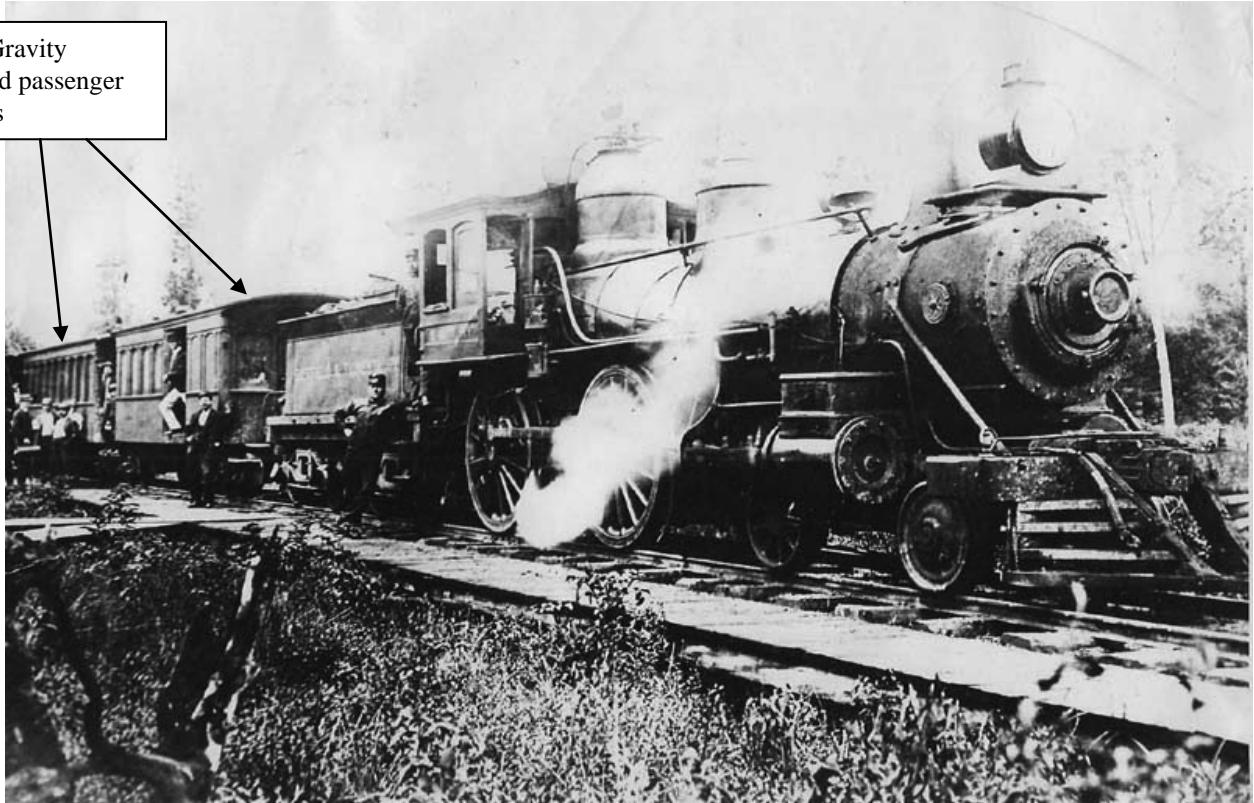
The office of the Division Engineer of The D. & H. R. R. Corp. at Carbondale advised us by telephone today that operations on the Honesdale Branch ceased at midnight on September 9, 1931, and removal of the tracks commenced July 15, 1932, and was completed on April 28, 1933.

2018

## Gravity Railroad Passenger Coaches Re-Cycled to Logging Railroad, 1904

The photograph (a Sheffield & Tionesta engine, about 1904, with Two D&H Gravity Railroad coaches) and text given below were found by John V. Buberniak on the Internet on February 20, 2017. The S&T, incorporated under the laws of Pennsylvania on January 2, 1900, was a single-track standard-gauge steam railroad in Warren County, northwestern Pennsylvania. The main line extended from Sheffield southwesterly to Tionesta, a distance of 40.088 miles.

D&H Gravity  
Railroad passenger  
coaches



The following text accompanied this photograph when it was located by John Buberniak:

“Here's that same C&NW [Chicago & Northwestern Railroad] 4-4-0 on its second owner, the Sheffield & Tionesta, about 1904. I'm almost certain it's the 605, it's at least the same class, the reason I think it is the same locomotive is the pattern of dents on the air compressor shroud that matches. I think this crew can appreciate just how stunned I was when I found the online Shorpy image of the C&NW 605 after decades of having the S&T shot below.

Take a good look at the pilot and how it was modified for the knuckle coupler; the shortened and modified cowcatcher, bolt-on coupler, and the position of the air hoses. The knuckle is also slotted to accept a link so that the link-and-pin cars can be moved, a typical logging railroad configuration.

This little shortline also got hold of secondhand ancient D&H gravity railroad coaches [emphasis added]. I'm rather attached to it as I found my father made a furtive attempt to buy the railroad in 1942, prior to abandonment.

This was basically a common-carrier logging railroad. Look at all the damage, dents, and changes - including one spoked and one solid pilot truck wheel. I have a big enlargement of this on my office wall; you can read "C&NW" on the smokebox front."

When the D&H Gravity Railroad closed at the end of the nineteenth century, many of the passenger coaches were acquired by local owners, and some of those coaches are now located at Elk Lake, Crystal Lake, and in private collections in the Carbondale area. It is remarkable that the two passenger coaches (one a combination freight/passenger coach) shown in this photograph ended up on a logging railroad in northwestern Pennsylvania.



2019

## **Gravity Railroad Monument, 1913**



In the early 1980s, the Gravity Monument was repainted by John V. Buberniak, Canaan Street. At that time, John painted the D&H's script on the monument, using a D&H stencil in the collection of the Carbondale Historical Society.



Detail of photograph of Gravity Railroad monument:



Here is the text on the Gravity Railroad monument shown above:

THE PRESIDENT, MANAGERS AND COMPANY OF THE  
DELAWARE AND HUDSON CANAL COMPANY COMPLETED IN  
1829 THE GRAVITY RAILROAD BETWEEN CARBONDALE  
AND HONESDALE IN PENNSYLVANIA. IT WAS THE SECOND  
RAILROAD CONSTRUCTED IN THE WESTERN HEMISPHERE.  
THE "STOURBRIDGE LION," THE FIRST STEAM LOCOMOTIVE  
USED ON THIS CONTINENT, WAS BUILT IN ENGLAND  
FOR THIS LINE AND MADE ITS TRIAL TRIP FROM  
HONESDALE ON AUGUST 8, 1829. THE FIRST SHIPMENT  
OF COAL OVER THIS RAILROAD LEFT THE MINES ON  
OCTOBER 9, 1829, AND IN 1830 THE LINE WAS OPENED  
FOR GENERAL FREIGHT. THE FIRST PASSENGER  
TRAIN WAS OPERATED IN 1859.

IN 1898 OPERATION BY GRAVITY AND INCLINED  
PLANE WAS DISCONTINUED, AND IN 1899 THE LINE  
WAS CHANGED TO STANDARD GAUGE AND OPERATED  
THROUGHOUT ITS ENTIRE LENGTH BY STEAM LOCO-  
MOTIVES AS AN INTEGRAL PORTION OF THE LINES  
OF THE DELAWARE AND HUDSON COMPANY.

THIS SHAFT WAS ERECTED IN 1913,  
IN COMMEMORATION OF THESE HISTORIC  
EVENTS. JOHN BOLTON WAS PRESIDENT IN 1829,  
R. M. OLYPHANT IN 1898, AND L. F. LOREE IN 1913.



View of Gravity Park, Carbondale, and the Gravity Railroad Monument. The caption on this post card contains a typographical error: for “Gavity” read “Gravity”



Given below is a post card/photograph that must have been taken in 1913 when the Gravity Monument was dedicated. A copy of this image was retrieved by Hank Loftus and John Buberniak from an Internet sales medium in September 2011, and made available to the author for use here. Note the spectators on the embankment above the Racket Brook; note also, the spectators seated on the pedestrian bridge over the Racket Brook.



The Gravity Railroad historical marker that the Pennsylvania Historical and Museum Commission installed to the right of the 1913 obelisk was dedicated on January 3, 1999. The text on that PHMC historical marker reads as follows:

#### GRAVITY RAILROAD

Here began one of the first railroads in the Western Hemisphere, built 1828-29. The line had its eastern terminus at Honesdale; its southwestern terminus was later extended to Archbald & ultimately to Valley Junction near Olyphant. Built by the Delaware & Hudson to move coal to the D & H Canal, this line eventually provided passenger service and operated until the beginning of 1899.

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION 1998



In 2011, the Gravity Monument was again repainted (courtesy of the John Brennan family) , a light was installed on the top of the monument (courtesy of George Wallis), and the D&H script logo again re-painted on the shaft (stencil for script logo created by Joe Kluck, who painted the logo on the re-painted shaft). All of this work was carried out under the direction of the Carbondale Historical Society. Here is a photo by the author of the Gravity Monument in Carbondale following the 2011 restoration:

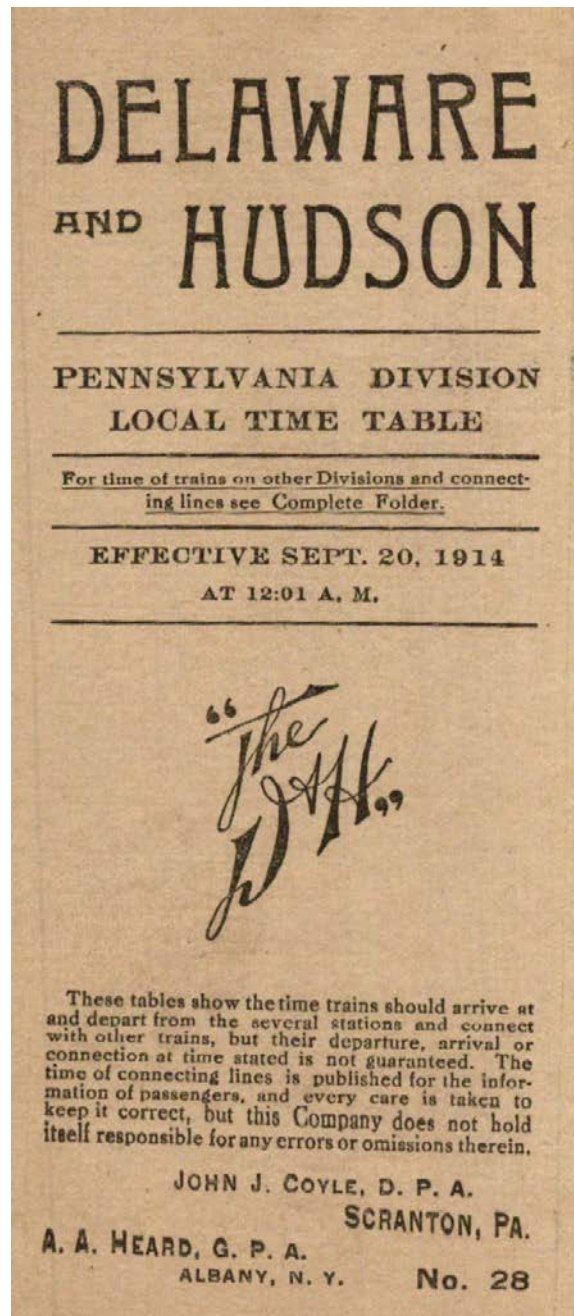




2020

## Honesdale Branch Timetable, effective September 20, 1914

Time table in the collection of the Forest City Historical Society, and made available for publication here on May 31, 2017 by Peggy Brager.



| HONESDALE BRANCH |       |         |       |       |       |                  |         |        |        |              |
|------------------|-------|---------|-------|-------|-------|------------------|---------|--------|--------|--------------|
| READ DOWN        |       |         |       |       |       | READ UP          |         |        |        |              |
| SUNDAY           |       | WEEKDAY |       |       |       |                  | WEEKDAY |        | SUNDAY |              |
| 588              | 586   | 584     | 582   | 580   |       |                  | 581     | 583    | 585    | 587 589      |
| P. M.            | A. M. | P. M.   | P. M. | A. M. | Miles |                  | A. M.   | P. M.  | P. M.  | A. M. P. M.  |
| 3 10             | 7.10  | 4.55    | 12.30 | 6.50  |       | Wilkes-Barre     | 10.25   | 4.05   | 7.15   | 1 00 10 10   |
| 4.05             | 8.00  | 5.45    | 1.19  | 7.45  |       | Scranton .....   | 8.50    | 2.15   | 6.20   | 12.10 9.17   |
| 5.00             | 8.45  | 6.35    | 2.05  | 8.50  | 0     | Carbondale       | 8.05    | 1.25   | 5.25   | 11.25 8.27   |
| 5f 10            | 8f 55 | 6.45    | 2.15  | 9.00  | 5     | Lincoln Avenue   | 7.54    | 1.15   | 5.15   | 11.14 8.17   |
| 5f 14            | 8f 59 | 6f 49   | 2f 19 | 9f 04 | 6     | Whites .....     | 7f 50   | 1f 11  | 5f 09  | 11f 10 8f 13 |
| 5f 25            | 9f 12 | 7f 01   | 2f 31 | 9f 17 | 9     | Quigley .....    | 7f 39   | 12f 59 | 4f 59  | 10f 59 8f 00 |
| 5f 31            | 9f 18 | 7.07    | 2.37  | 9.23  | 12    | Farview ....     | 7.33    | 12.53  | 4.53   | 10f 53 7f 54 |
| 5f 37            | 9f 24 | 7f 13   | 2f 43 | 9f 29 | 15    | Canaan .....     | 7f 25   | 12f 45 | 4f 46  | 10f 45 7f 47 |
| 5f 43            | 9f 29 | 7f 19   | 2f 49 | 9f 34 | 17    | Lake Lodore      | 7f 19   | 12f 41 | 4f 41  | 10f 39 7f 41 |
| 5.46             | 9.32  | 7.22    | 2.52  | 9.37  | 18    | Waymart .....    | 7 17    | 12.39  | 4.39   | 10.37 7.39   |
| f                | f     | f       | f     | f     | 20    | Hubbard's Farm   | f       | f      | f      | f            |
| 5f 52            | 9f 37 | 7f 28   | 2f 57 | 9f 42 | 21    | Keene .....      | 7f 12   | 12f 33 | 4f 33  | 10f 32 7f 32 |
| 5f 55            | 9f 39 | 7f 31   | 2f 59 | 9f 44 | 22    | Steene .....     | 7f 09   | 12f 30 | 4f 30  | 10f 29 7f 30 |
| 5.59             | 9.43  | 7.35    | 3.03  | 9.48  | 24    | Prompton .....   | 7.05    | 12.26  | 4.26   | 10.25 7.26   |
| 6f 03            | 9f 47 | 7f 39   | 3f 07 | 9f 52 | 25    | Fortenia .....   | 7f 01   | 12f 22 | 4f 22  | 10f 21 7f 22 |
| 6f 06            | 9f 50 | 7.42    | 3.10  | 9.55  | 26    | Seelyville ..... | 6.58    | 12.19  | 4.19   | 10f 18 7f 19 |
| 6.10             | 9.55  | 7.46    | 3.15  | 10.00 | 28    | Honesdale        | 6 55    | 12.15  | 4.15   | 10 15 7.15   |

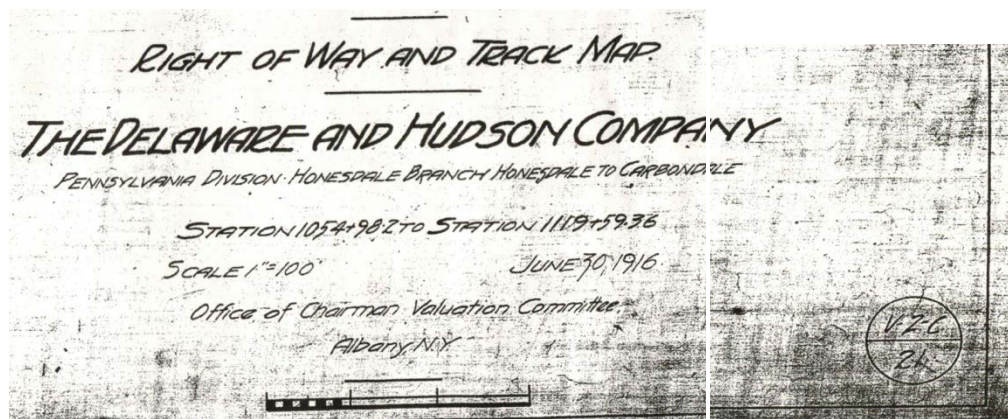
f Stop on signal. Light faced type denotes A. M. time.  
**Dark faced type denotes P. M. time**

2021

## 1916 Map of the Honesdale Branch

In 1916 a detailed blueprint map of the Honesdale Branch was produced. This we learned from Michael Yavorosky on October 29, 2013. This is a very large format map. Michael Yavorosky owns black and white copies of two of the sheets of the map (probably about 100 pages in the blueprint map all totaled). Here are scans of the particulars on this 1916 map:





Sheet No 21. Series 2-C- of The Delaware  
Survey Station 1054+98.2 to Survey Station

Sheet No 21. Series 2 of The Delaware and Hudson Company  
Survey Station 1054+9 Survey Station 1119+59.36

*H. H. Mansfield*  
Engineer

On October 30, 2013, Michael Yavorosky said that he will initiate an action to try to get for the Carbondale Historical Society the complete set of these 1916 maps of the D&H Honesdale Branch.

2022

**Delaware and Hudson Timetable, Honesdale Branch, 1917**



## HONESDALE BRANCH

[illegible]

Light faced figures denote A. M. time. Dark faced figures denote P. M. time.

† Daily except Sunday.      a Except Saturday.      f Stop on signal only.      k Except Monday.

This Company reserves the right to omit the stop of any train at any station where there are no passengers to be taken or delivered.

The names of the official stops on the Honesdale Branch of the Delaware and Hudson Railroad (from 1900 on) between Carbondale and Honesdale were: Carbondale, Lookout Junction, Bushwick, Lincoln Avenue, Racket Brook, Whites, Panther Bluffs, Quigley, Farview, Canaan, Munson, Lake Lodore, Waymart, Keen, Steene, Prompton, Fortenia, Seelyville, and Honesdale.



2023

## **D&H Centennial, 1923**

In 1923 the D&H celebrated the centennial of its existence. A history of the company, titled *A Century of Progress*, was written.

From an article that was published in the June 4, 1946 issue of the *Carbondale News*, we learn that the celebrated Carbondale historian, Alice Voyle Rashleigh, lent books to the D&H when they wrote *A Century of Progress*. In that article, titled "Miss Rashleigh Reviews City History at Kiwanis", Miss Rashleigh is quoted as follows:

"I loaned books to the D. & H. Co. when they wrote 'A Century of Progress--1823-1923.' "

A detailed account of the D&H centennial celebrations is given in Chapter XVII of *Century of Progress*.

The chairman of the Centennial Committee of the Board of Managers was Cornelius Vanderbilt; also on the committee were Eugenius H. Outerbridge and Charles S. Weston. The committee decided that the centennial should be celebrated with a dinner at the Hotel Astor in New York, at 7 P.M. on April 23, with President Leonor F. Loree presiding and acting as toastmaster. By direction of Colonel James T. Loree, vice-president and general manager, all flags on the company's property were displayed at full mast on April 23, on the following day at half mast, until noon, "in memory of our honored dead."

Nearly 600 invited guests (railroad officers, officers of concerns manufacturing railroad equipment, bankers, shippers, public officials, educators) attended the dinner. Among the guests were Thomas Dickson and Robert Hone (grandsons of former D&H presidents), Bernard M. Baruch, Robert Olyphant, F. D. Underwood, and Horace G. Young.

The three primary speakers for the evening were: (1) Leonor F. Loree, President and Toastmaster, whose talk was titled "The Delaware and Hudson Company;" (2) James S. Alexander, President of the National Bank of Commerce, whose talk was titled "Banking and Transportation"; and (3) H. W. Dickinson, Honorable Secretary of the Newcomen Society, and Assistant to the Director of The Science Museum, South Kensington, London, whose talk was titled "The Use of Steam Power." The complete texts of all three speakers are presented in Chapter XVII of *Century of Progress*.

Immediately following the dinner, about 60 guests were invited to join the D&H officers in an excursion, the *Centennial Special*, to Wilkes-Barre, Scranton, Carbondale, and Honesdale. The train (a rider coach, the president's private car, six Pullman cars, and an observation car in the rear) left New York, soon after midnight, over the Lehigh Valley Railroad to Wilkes-Barre, where it went on to the D&H's rails. The train arrived at Wilkes-Barre at 6:29 A.M. on the 24<sup>th</sup>

and proceeded north five miles to the Hudson Coal Company's Laflin Breaker, where it was halted and breakfast was served in three dining cars that were drawn up on an adjacent track. The breaker was inspected by all with great interest. The train then proceeded north to Scranton and to the Marvine Breaker (photo in *COP* on p. 555) (2 miles north of Scranton), which was inspected by all.

"The morning having been thus passed, automobiles conveyed the Centennial excursionists to the Hotel Casey, at Scranton. There luncheon was served not only to the group that composed the train party, but to a larger number that included business men prominent in the anthracite region, officers of the producing coal companies, the official staff of the company's railroad and coal departments, and a delegation from the veterans' association. Many of the company's officers and employees had come from Albany, leaving that city the evening before on an 'auxiliary special.' " (*COP*, p. 554):

There were about 300 luncheon guests at the Hotel Casey. Charles S. Weston, one of the D&H Board of Managers, presided as chairman of the luncheon program.

The three primary speakers following the luncheon were (1) Leonor F. Loree, president and toastmaster who delivered an address titled "The Century's Association of Management, Capital and Labor"; (2) William Henry Williams, D&H Vice President, whose remarks were titled "Anthracite Development and Railway Progress"; and (3) H. W. Dickinson whose remarks were titled "The Early Days of Canals, Railways and Locomotives" The complete texts of those three speakers are given in *Century of Progress*.

Among the guests at the luncheon at the Hotel Casey were James Archbald, R. W. Archbald, Thomas Dickson (grandson of former D&H president), N. H. Hiller, Robert Hone (grandson of former D&H president), R. A. Jadwin, James H. Paul, E. M. Peck, Worthington Scranton, F. D. Underwood, and Horace G. Young.

Here is a portrait of Robert A. Jadwin, of Carbondale, who was one of the guests at the luncheon. The original of this portrait is in the First National Bank portrait collection at the Carbondale Historical Society.



*Robert A. Jadwin, 1869-1941. Director, 1899-1941, and 6<sup>th</sup> President of the First National Bank of Carbondale*

Following the luncheon, the guests that had come on the Centennial Special re-boarded the train, which departed from the D&H Scranton station at 2:40 P.M., for Carbondale and Honesdale.

“On this section [between Carbondale and Honesdale], vestiges of the old [Gravity] line, as first located, could be seen, the old embankment having been marked at frequent intervals by white banners. . . / From Honesdale, the Centennial Special transported the party to New York City over the Erie tracks passing to the main line of the Erie at Lackawawen. From Honesdale to Port Jervis, the bed of the old canal was generally in view. . . The centennial party reached New York

at 8:30 P. M. on the evening of April 24, and then disbanded, having traversed on its trip a considerable portion of the original route of the Delaware and Hudson from its mines to tidewater and the New York City market, and having viewed [at Honesdale] with profound interest the exact spot where the first steam locomotive ran upon a railroad track in the Western Hemisphere.” (*COP*, p. 592)

2024

### **“The Old Gravity” by a Delaware and Hudson Veteran**

Given below is a poem that was published on the inside front cover of June 1, 1925 issue of *The Delaware and Hudson Bulletin*:

#### *The Old Gravity*

By a Delaware and Hudson Veteran

Great stacks of reddish brick  
Rising like obelisks  
Above sheds of sombre brown,  
On each hilltop conspicuous;  
Your noisy groans heard afar  
Stretching your ropes and  
Struggling hard to make  
Industry's wheels go round.  
Born in a wilderness  
Of courage and brawn,  
Over mountains and valleys  
And under great difficulties

Your course went on.  
But you were the Victor,  
Your purpose well done,  
Old Gravity, your course is run.  
I sat before the grate last night  
And watched the fire's gleam,  
Before me passed the olden times,  
It seemed just like a dream.  
Faces and forms of my younger days,  
Scenes long past and gone,  
Came trooping by in an endless stream  
To the tune of an endless song.  
It was the song of gravity wheels,  
Of the pulleys and ropes and gear,  
A song that came softly as from afar,  
Though the touch to my heart was near.  
The whistle blew at Number Eight,  
It was five o'clock in the morn,  
And it was repeated along the line,  
As another work-day was born.  
Another day for effort and toil



Every man taking his part,  
And the coal went on over the hills  
To reach industry's mart.  
A giant had awakened from his sleep  
And his sinews and muscles strong  
Were drawn tense for another day  
To move black diamonds along.  
Hark to the clank of the iron links,  
It's the sling detached from the cone,  
And hark to the screech of the brakes on the wheels  
As over the head they have gone.  
Five loads at a time go up the plane.  
And drop to their place in the train,  
It's the tune of the wheels as forward they go,  
That comes in clattering refrain.  
A refrain of the past, half joyful, half sad,  
Filled with memories of those gone away,  
A longing for the days and the scenes that are past  
The old and the young and the gay.  
The whistle blew at Number Eight,  
It was six o'clock at night,  
It was repeated along the line,

For the day had taken flight.  
Since the morning blast the giant awoke,  
And aroused him from his sleep,  
The wheels had sung a continuous tune  
Like the wind and murmuring deep.  
It was the song of the gravity wheels,  
Of the pulleys and ropes and gear,  
A song that came softly as from afar,  
Though the touch to my heart was near.

2025

***The Delaware and Hudson Company, Official List No. 25, April 1, 1917***

This book contains very interesting data on the Honesdale Branch and on other sections of the D&H in 1925:

## PENNSYLVANIA DIVISION.

|               |                                   |                 |
|---------------|-----------------------------------|-----------------|
| C. A. MORGAN  | Superintendent                    | Carbondale, Pa. |
| H. F. BOOTH   | Train Master                      | Carbondale, Pa. |
| P. F. KILKER  | Assistant Train Master            | Carbondale, Pa. |
| A. T. CUSHING | Assistant Train Master            | Carbondale, Pa. |
| H. L. SYMONS  | Road Foreman of Engines           | Carbondale, Pa. |
| T. F. HOMER   | Assistant Road Foreman of Engines | Carbondale, Pa. |
| R. A. SEIGLE  | Chief Train Dispatcher            | Carbondale, Pa. |
| E. E. PAYNE   | Division Agent                    | Carbondale, Pa. |
| H. E. MORGAN  | Extra Agent                       | Carbondale, Pa. |

| Telegraph Stations | Telegraph Calls | Penna. Div. Station Numbers | Distance from Albany                              | STATIONS                  | AGENTS | CLASSES OF AGENCIES                      |
|--------------------|-----------------|-----------------------------|---------------------------------------------------|---------------------------|--------|------------------------------------------|
| D N N V            | 1               | 118.81                      | ■ Nineveh . . . . . N.Y.                          | See Susqua. Division.     |        |                                          |
| D C N              | 2               | 122.24                      | ■ Centre Village . . . . . N.Y.                   | E. M. Michael . . . . .   |        | Frt. & Tkt.                              |
| D N O X            | 3               | 127.21                      | East Windsor . . . . . N.Y.                       | B. F. Edson . . . . .     |        | Frt. & Tkt.                              |
| D W D              | 4               | 130.64                      | ■ Windsor . . . . . N.Y.                          | Geo. Livingston . . . . . |        | Frt. & Tkt.                              |
| D N R A            |                 | 132.43                      | Tuscarora . . . . . N.Y.                          |                           |        |                                          |
|                    |                 | 136.55                      | Pa. & N.Y. State Line                             |                           |        |                                          |
| D N B O            | 6               | 139.31                      | Lanesboro . . . . . Pa.                           | C. L. Depew . . . . .     |        | Frt. & Tkt.                              |
| D N J N            | 7               | 140.82                      | Jefferson Junction . . . Pa.                      |                           |        |                                          |
| D B Z              |                 | 141.62                      | Brandt . . . . . Pa.                              |                           |        |                                          |
|                    | 9               | 142.75                      | Stevens Point . . . . . Pa.                       |                           |        |                                          |
| D N K A            | 11              | 147.92                      | Starrucca . . . . . Pa.                           |                           |        |                                          |
| D N O N            | 12              | 151.69                      | Thompson . . . . . Pa.                            | Erie R. R. Stations . . . |        |                                          |
| D N M I            | 13              | 156.45                      | Ararat . . . . . Pa.                              |                           |        |                                          |
|                    |                 | 159.96                      | Burnwood . . . . . Pa.                            |                           |        |                                          |
| D H R              |                 | 163.16                      | Herrick Centre . . . . . Pa.                      |                           |        |                                          |
| D N U D            |                 | 164.95                      | Uniondale . . . . . Pa.                           |                           |        |                                          |
| D N F C            | 17              | 170.28                      | Forest City . . . . . Pa.                         |                           |        |                                          |
| D N C Y            | 25              | 176.79                      | ■ Carbondale . . . . . Pa.                        | W. M. Moon . . . . .      |        | Joint Ticket with Erie R.R.              |
|                    | 25              | 176.79                      | Carbondale . . . . . Pa.                          | G. W. Evans . . . . .     |        | Freight                                  |
|                    |                 |                             | Carbondale (Coal) . . . Pa.                       | F. W. Lewis . . . . .     |        | Billing Agent                            |
|                    |                 | 177.26                      | Junction, Honesdale Branch                        |                           |        |                                          |
| D M F              | 26              | 179.39                      | ■ Mayfield . . . . . Pa.                          | G. E. Pizer . . . . .     |        | Frt. & Tkt.                              |
| D G B              | 27              | 180.69                      | ■ Jermyn . . . . . Pa.                            | W. A. Thomas . . . . .    |        | Frt. & Tkt.                              |
| D N A              |                 | 181.44                      | Jermyn Transfer . . . Pa.                         | W. D. Lloyd . . . . .     |        | Frt. Joint Interch'ge with N. Y. O. & W. |
| D A                | 28              | 182.96                      | ■ Archbald . . . . . Pa.                          | H. J. Linderman . . . . . |        | Frt. & Tkt.                              |
|                    | 29              | 184.10                      | † Winton . . . . . Pa.                            |                           |        |                                          |
| D S Y              | 30              | 185.39                      | ■ Jessup-Peckville . . . Pa.                      | L. L. Jenkins . . . . .   |        | Frt. & Tkt.                              |
| D S                | 31              | 186.93                      | ■ Olyphant . . . . . Pa.                          | D. P. Williams . . . . .  |        | Frt. & Tkt.                              |
| D D K              | 32              | 188.42                      | ■ Dickson . . . . . Pa.                           | F. N. Tait . . . . .      |        | Frt. & Tkt.                              |
|                    | 33              | 190.35                      | ■ Providence . . . . . Pa.                        | B. F. Phillips . . . . .  |        | Frt. & Tkt.                              |
|                    |                 | 191.13                      | Junction, Vine St. Branch                         |                           |        |                                          |
|                    | 35              | 192.28                      | { Scranton (Vine St.) . . Pa.                     | J. H. Bisbing . . . . .   |        | Freight                                  |
|                    |                 |                             | (On Vine St. Branch)                              |                           |        |                                          |
| D N G R            | 34              | 191.15                      | ■ Green Ridge . . . . . Pa.                       | J. H. Bisbing . . . . .   |        | Frt. & Tkt.                              |
|                    |                 | 192.23                      | Junc., Scranton Branch                            |                           |        |                                          |
| D N S N            | 35              | 192.75                      | { Scranton (On Scranton Branch) . . . . . Pa.     | J. J. McNulty . . . . .   |        | Ticket                                   |
|                    |                 |                             | Scranton (Lacka. Ave.) Pa.                        |                           |        |                                          |
| D N S N            | 35              | 192.75                      | (On Scranton Branch)                              | W. L. Anthony . . . . .   |        | Freight                                  |
| D W K              | 38              | 194.08                      | South Scranton . . . . . Pa.                      | W. L. Anthony . . . . .   |        | Frt. & Tkt.                              |
| D M K              | 39              | 195.84                      | ■ Minooka-Taylor . . . Pa.                        | R. C. Gerhardt . . . . .  |        | Frt. & Tkt.                              |
| D N B R            | 40              | 198.79                      | ■ Moosic . . . . . Pa.                            | F. T. Colwell . . . . .   |        | Frt. & Tkt.                              |
| D D Y              | 41              | 200.57                      | ■ Avoca . . . . . Pa.                             | G. W. Lower . . . . .     |        | Frt. & Tkt.                              |
| D O N              | 42              | 202.90                      | ■ Pittston . . . . . Pa.                          | G. G. Werts . . . . .     |        | Frt. & Tkt.                              |
| D V I              | 43              | 204.26                      | ■ Yatesville . . . . . Pa.                        | J. M. Connell . . . . .   |        | Frt. & Tkt.                              |
| D F N              | 44              | 205.87                      | ■ Laflin . . . . . Pa.                            | J. E. Loftus . . . . .    |        | Frt. & Tkt.                              |
|                    | 45              | 207.77                      | ■ Hudson . . . . . Pa.                            | J. W. Owens . . . . .     |        | Frt. & Tkt.                              |
|                    | 46              | 208.34                      | † Miners Mills . . . . . Pa.                      |                           |        | Prepay.                                  |
| D P N              | 47              | 209.15                      | ■ Parsons . . . . . Pa.                           | B. B. Gelder . . . . .    |        | Frt. & Tkt.                              |
|                    |                 | 211.05                      | Junction of Lehigh Valley R. R. (to Plymouth Br.) |                           |        |                                          |
| D W F              | 48              | 211.22                      | Wilkes-Barre . . . . . Pa.                        | E. J. Brenner . . . . .   |        | Freight                                  |
|                    |                 |                             | ■ Wilkes-Barre . . . . . Pa.                      | C. E. Chapman . . . . .   |        | Joint Ticket with L. V. and Penna.       |

■ Interline Ticket Stations.

9

† Flag Stations.

p. 10:

| Honesdale Branch   |                 |                            |                          |                                     |                    |                              |
|--------------------|-----------------|----------------------------|--------------------------|-------------------------------------|--------------------|------------------------------|
| Telegraph Stations | Telegraph Calls | Penna Div. Station Numbers | Distance from Carbondale | STATIONS                            | AGENTS             | CLASSES OF AGENCIES          |
|                    |                 |                            | 0.46                     | <i>Junc., Honesdale Branch</i>      |                    |                              |
|                    |                 |                            | 177.26                   | <i>mi. from Albany</i>              |                    |                              |
|                    |                 | L.A.                       | 2.27                     | Bushwick..... Pa.                   |                    |                              |
|                    |                 |                            | 4.18                     | ‡Lincoln Ave. (Carbondale)..... Pa. |                    |                              |
|                    |                 |                            | 4.98                     | Racket Brook..... Pa.               |                    |                              |
|                    | P B             | 24½                        | 5.66                     | ‡Whites..... Pa.                    |                    |                              |
|                    |                 |                            | 6.96                     | Panther Bluffs..... Pa.             |                    |                              |
|                    |                 |                            | 8.71                     | ‡Quigley..... Pa.                   |                    |                              |
| D                  | F V             | 24                         | 11.14                    | ■Farview..... Pa.                   | R. D. Pierson..... | Frts. & Tkt.                 |
|                    |                 |                            | 13.99                    | ‡Canaan..... Pa.                    |                    |                              |
|                    |                 |                            | 14.92                    | Munson..... Pa.                     |                    |                              |
|                    | D R             |                            | 16.83                    | Lake Lodore..... Pa.                |                    |                              |
| D                  | W               | 23                         | 17.48                    | ■Waymart..... Pa.                   | A. B. Transue..... | Frts. & Tkt.                 |
|                    |                 | 19½                        | 20.31                    | ‡Keene..... Pa.                     |                    |                              |
|                    |                 | 16                         | 21.52                    | ‡Steene..... Pa.                    |                    |                              |
| D                  | M O             | 21                         | 23.36                    | ■Prompton..... Pa.                  | O. B. Romich.....  | Frts. & Tkt.                 |
|                    |                 | 14                         | 24.72                    | ‡Fortenia..... Pa.                  |                    |                              |
|                    |                 | 20                         | 25.80                    | ‡Seeleyville..... Pa.               |                    |                              |
| D                  | H D             | 19                         | 27.11                    | Honesdale..... Pa.                  | C. J. Dibble.....  | Freight                      |
| D                  | H O             | 19                         | 27.11                    | ■Honesdale..... Pa.                 | C. J. Dibble.....  | Joint Ticket with Erie R. R. |

■ Interline Ticket Stations. ‡ Flag Stations.

p. 48:

| TURNTABLES.              |                         |               |
|--------------------------|-------------------------|---------------|
| LOCATION                 | POWER BY WHICH OPERATED | LENGTH (FEET) |
| Pennsylvania Division.   |                         |               |
| Jefferson Junction.....  | Hand.....               | 65            |
| Honesdale.....           | Hand.....               | 65            |
| Carbondale (2).....      | One—electric.....       | 90            |
|                          | One—hand.....           | 65            |
| Farview.....             | Hand.....               | 65            |
| Green Ridge.....         | Hand.....               | 65            |
| Wilkes-Barre.....        | Electric.....           | 65            |
| Hudson.....              | Electric.....           | 65            |
| Scranton (Vine St.)..... | Hand.....               | 50            |



p. 49:

| ROUND HOUSES                                                                          |               |                             |               |
|---------------------------------------------------------------------------------------|---------------|-----------------------------|---------------|
| LOCATION                                                                              | NO. OF STALLS | LOCATION                    | NO. OF STALLS |
| <b>Pennsylvania Division</b>                                                          |               | <b>Susquehanna Division</b> |               |
| Carbondale (New).....                                                                 | 41            | #South Albany.....          | 13            |
| *Carbondale (Old).....                                                                | 11            | Altamont.....               | 1             |
| Green Ridge.....                                                                      | 12            | Delanson.....               | 6             |
| Wilkes-Barre.....                                                                     | 9             | Oneonta.....                | 52            |
| Honesdale.....                                                                        | 5             | Sidney.....                 | 1             |
|                                                                                       |               | Nineveh.....                | 2             |
|                                                                                       |               | Binghamton.....             | 10            |
|                                                                                       |               | Mohawk.....                 | 9             |
| <b>Saratoga Division</b>                                                              |               | Cherry Valley.....          | 1             |
| *Livingston Ave., Albany.....                                                         | 4             | Cooperstown.....            | 3             |
| Colonie.....                                                                          | 30            |                             |               |
| *Green Island.....                                                                    | 15            |                             |               |
| †Saratoga Springs.....                                                                | 4             |                             |               |
| Saratoga Springs.....                                                                 | 5             |                             |               |
| Fort Edward.....                                                                      | 2             |                             |               |
| Whitehall.....                                                                        | 25            | <b>Champlain Division</b>   |               |
| Lake George.....                                                                      | 1             | Port Henry.....             | 2             |
| *Salem.....                                                                           | 4             | Rouses Point.....           | 8             |
| Rutland.....                                                                          | 2             | Plattsburg.....             | 10            |
|                                                                                       |               | Lake Placid.....            | 2             |
| *Not in use as round house.<br>#One used as sand house.<br>†One used as repair stall. |               |                             |               |

p. 51:

| STOCK PENS.           |                     |             |                     |                           |                                 |                             |
|-----------------------|---------------------|-------------|---------------------|---------------------------|---------------------------------|-----------------------------|
| LOCATION              |                     | NO. OF PENS | CAPA-CITY (In Cars) | DIMENSIONS OF PENS (FEET) | FEEDING AND WATERING FACILITIES | Single or Double Deck Chute |
| Pennsylvania Division | Centre Village..... | N.Y. 1      | 2½                  | 26x38                     | None                            | Double                      |
|                       | Windsor.....        | N.Y. 1      | 6                   | 30x78                     | None                            | Double                      |
|                       | Carbondale.....     | Pa. 1       | 7                   | 40x90                     | Feed & Water                    | Double                      |
|                       | Olyphant.....       | Pa. 1       | 4 ⅓                 | 28x40                     | Feed & Water                    | Double                      |
|                       | Green Ridge.....    | Pa. 1       | 8                   | 40x54                     | Feed & Water                    | Double                      |
|                       | Wilkes-Barre.....   | Pa. { 1     | 8                   | 40x84                     | Feed & Water                    | Double                      |
|                       |                     | 1           | 2                   | 24x45                     | Feed                            | Double                      |

p. 53:

| TRACK SCALES.           |                                        |                  |                          |
|-------------------------|----------------------------------------|------------------|--------------------------|
| LOCATION                | CAPACITY<br>TONS                       | LENGTH<br>(FEET) | ORDINARY OR<br>DEAD RAIL |
| Penna.<br>Div. {        | Carbondale (Duffys Field)... Pa. 2-150 | 52               | Dead rail                |
|                         | Carbondale, Repair Yard.... Pa. 100    | 40' 6"           | Dead rail                |
|                         | Carbondale, Coal Storage.... Pa. 100   | 42               | Ordinary                 |
|                         | Carbondale, Freight Station.. Pa. 100  | 42               | Dead rail                |
|                         | Green Ridge..... Pa. 150               | 52               | Dead rail                |
|                         | Olyphant (Tinsleys Crossing). Pa. 150  | 52               | Dead rail                |
|                         | Wilkes-Barre..... Pa. 100              | 42               | Dead rail                |
| Vine<br>St. Br. {       | Scranton (Vine St.)..... Pa. 100       | 42               | Dead rail                |
| Hones-<br>dale<br>Br. { | Honesdale..... Pa. 100                 | 42               | Ordinary                 |

p. 54:

| ICE HOUSES.                                          |                                                                                         |                 |
|------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------------|
| STATIONS                                             | LOCATION                                                                                | CAPACITY (TONS) |
| Hones-<br>dale<br>Branch<br>Pennsylvania<br>Division | Wilkes-Barre..... Pa. { Between Yard Office and<br>Round House..... }                   | 500             |
|                                                      | Green Ridge..... Pa. Opposite Station.....                                              | 385             |
|                                                      | Carbondale..... Pa. { Lower Yard.....<br>Coach Yard.....<br>On "Mill Road Switch".... } | 780             |
|                                                      |                                                                                         | 370             |
|                                                      |                                                                                         | 130             |
|                                                      | Honesdale..... Pa. Near Station.....                                                    | 175             |
|                                                      | Binghamton..... N.Y. Near Yard Office-Liberty St.                                       | 300             |

p. 54:

| WYES.                                                                                                                  |  |                    |                        |                                                                                                                                                                             |                             |
|------------------------------------------------------------------------------------------------------------------------|--|--------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| LOCATION                                                                                                               |  | CAPACITY<br>(CARS) | LOCATION               |                                                                                                                                                                             | CAPACITY<br>(CARS)          |
| Pennsylvania Division                                                                                                  |  |                    | Saratoga Division—Con. |                                                                                                                                                                             |                             |
| Plymouth Branch (Wilkes-Barre<br>Connecting R. R. Undercrossing).<br>Carbondale (Honesdale Br.) Pa.<br>Ararat..... Pa. |  |                    | 1                      | Troy..... N. Y.<br>Mechanicville..... N. Y.<br>Saratoga..... N. Y.<br>Fort Edward..... N. Y.<br>Whitehall..... N. Y.<br>Greenwich Junction..... N. Y.<br>Castleton..... Vt. | 3<br><br><br><br><br><br>35 |
| Susquehanna Division.                                                                                                  |  |                    | Champlain Division.    |                                                                                                                                                                             |                             |
| Cooperstown Junction..... N. Y.<br>South Schenectady..... N. Y.                                                        |  |                    | 35                     | Bluff Point..... N. Y.<br>Mooer's Junction..... N. Y.<br>Fort Ticonderoga..... N. Y.                                                                                        |                             |
| Saratoga Division.                                                                                                     |  |                    |                        |                                                                                                                                                                             |                             |
| Colonie (Shops)..... N. Y.<br>Watervliet (W. I. Tower)..... N. Y.<br>Green Island..... N. Y.                           |  |                    |                        |                                                                                                                                                                             |                             |
|                                                                                                                        |  |                    |                        |                                                                                                                                                                             |                             |
| Those not marked have no blind end.                                                                                    |  |                    |                        |                                                                                                                                                                             |                             |

**D&H Veterans' Association**

The D&H Veterans' Association was formed in Scranton on February 26, 1922. We have not yet learned where the 1923 annual meeting of the association took place. The third Annual Outing and Dinner of The Delaware and Hudson Veterans' Association was held at Cooperstown, NY, 1924.

The fourth Annual Outing and Dinner of The Delaware and Hudson Veterans' Association took place at Central Park, Schenectady, NY, Saturday, August 8, 1925. A detailed announcement about this fourth annual reunion of this association is presented in the August 1, 1925 issue, pp. 7, 11-13, of *The Delaware and Hudson Company Bulletin*, as follows:

## *Veterans To Visit Electric City*

*Fourth Annual Reunion of Their Association Will Be Held Amid the Beautiful Surroundings of Central Park, Schenectady*

GIVEN the right sort of weather, the Fourth Annual Outing and Dinner of The Delaware and Hudson Veterans' Association which is to be held in Central Park, Schenectady, N. Y., on Saturday, August 8, promises to climax all previous events of the kind. That is the hope and ambition, at least, of the members of the committee making the arrangements for the day. In their planning Schenectady has been chosen because of its central location thereby making it possible for every veteran to attend and still be able to return to his home the same day. Practically every detail has now been worked out and when those who desire to be served with dinner at the park have made their reservations, everything will be in readiness for a day that never can be forgotten because of the many splendid features it will develop.

While the distances from Rouses Point and Wilkes Barre may seem forbidding to some, the schedules have been made sufficiently fast enough to remove much of the tediousness of such a trip. But those who have attended these reunions in the past will recall that the train journey has afforded such a fine opportunity for the renewal of acquaintances as to make the hours so spent altogether too few. These schedules are based on Eastern Standard Time.

Members living in the vicinity of Albany and Troy, or on those portions of the Saratoga and Susquehanna divisions not included in the schedules, will find either local train or trolley service sufficiently convenient.

As it is expected that upward of 1,000 persons will reach Schenectady on these trains special arrangements have been

made to transport them from the Union station to the park in trolley cars. In order to expedite this movement, tokens at seven cents each, the equivalent of a one-way fare, will be sold en route leaving Oneonta and Whitehall. This will avoid any confusion resulting from the making of change as the trolleys are being boarded, and as these cars will move on a two-minute headway the necessity for such an arrangement is at once apparent.

The trip to the park will not occupy more than twelve or fifteen minutes and, for the greater part, lies through the finer residential quarter of the city. The beautiful homes, fine boulevards, and a wonderful profusion of shrubbery, trees and flowers make the ride a genuine pleasure all the way.

Schenectady is an industrial city. It is one of our fastest growing cities. And to its growth we, as railroad men, have contributed much from a transportation standpoint. In 1890 it had 19,902 residents; in 1900, 31,682; in 1910, 72,826; in 1920, 88,723; in 1924, 100,067 (estimated); and, in 1925, 102,161 (estimated). During 1924, 2,074 building permits with a total valuation of

(Continued on Page 11)



EDISON WORKS, GENERAL ELECTRIC COMPANY



*Veterans to Visit Electric City*

(Continued from Page 7)

\$8,229,883 were issued as compared with 1,821 and a total of \$4,951,604 in 1923.

Here is the home of the General Electric Company (Edison Works) employing 23,000 people; the American Locomotive Company with 5,000 employes; the Weber Electric Company, with 600 employes; and Mica Insulator Company and the Maqua Company with 350 employes each. Twenty-eight other concerns employ approximately 3,500 persons.

Electrical apparatus of all kinds used for generation, transmission, distribution, measurement and utilization of electricity, steam and electric locomotives, paper boxes, baseballs, collars, shirts, fireworks, pulleys, varnish, awnings, gloves, bricks, electric signs, mattresses, medical products, cigars, building stone, novelties, furniture, aprons, printing, books, lithographing, bread, ice cream, and soft drinks are manufactured here.

The city proper covers a total area of 10.34 square miles and boasts of seventy-eight churches; twenty-one school buildings, exclusive of Union college, including one high school, seven intermediate, twenty-two elementary and one continuation school with an average daily attendance of 16,331 pupils at an average annual cost per pupil of \$613.43; a public library of 58,215 volumes, with three branches; two daily newspapers, as well as several foreign language newspapers; a police department of 153 members, including a chief and assistant chief; a fire department of 105 permanent and 385 volunteer members, which covers the city from twelve stations and with the aid of 1,715 hydrants with a water pressure ranging from forty to ninety pounds; and, six banks with a total capital of \$23,175,000, surplus of \$3,466,236, and deposits of \$57,852,167. There are three theaters and several moving picture houses and plans are under way for the completion, during 1926, of a new vaudeville theater with a seating capacity of 3,000, that will cost about \$1,250,000. Six first class hotels with a total of 645 rooms accommodate the transient trade. Of the private homes 98 per cent are wired for electricity and 95 per cent are piped for gas. Twenty thousand telephones are in use.



THE BRIGHAM CUP

From an established health center the activities of the Health department are carried on. These include the operation of an isolation hospital for contagious diseases and three infant welfare stations. Clinics are conducted in pre-natal, child hygiene, eye, ear, nose and throat, congenital, venereal, tuberculosis, medical, surgical and mental cases. The death rate for 1923 was 10.57 per 1,000, and the birth rate 18.25 computed on the same basis.

It is located on our Susquehanna division with connections at Delanson, Mechanicville and Saratoga Springs. The main line of the New York Central passes through the city, while the Boston and Maine and West Shore railroads touch it at Scotia and South Schenectady. The Schenectady Railway Company operates its local and inter-urban trolley service with cars to Albany, Troy and Saratoga Springs, making connections for Glens Falls, Lake George and Warrensburg and with the Fonda, Johnstown and Gloversville railroad.

Union college, founded in 1795, occupies a beautiful campus of over 100 acres in the heart of the city, the entrance to which is a memorial to John Howard Payne, the author of "Home, Sweet Home." More than 700 students are enrolled annually for courses in arts, sciences and philosophy.

Efforts are being made to have sufficient cars on hand to make possible a sight-seeing tour which will bring to view such points of interest as the new Mohawk Golf club, built at a cost of approximately \$250,000; the Ellis hospital with its new addition; the American Locomotive Works; the new \$1,100,000 Hotel Van Curler; the Great Western Gateway bridge, costing nearly \$3,000,000; the Washington Avenue improvement; the General Electric Workings covering nearly seven million feet of floor space; the Erie boulevard development, built on the bed of the old Erie canal; the public library; Union college; the boulevards and the best of Schenectady's beautiful residential districts. Such a ride will occupy not to exceed one hour and may be taken at the nominal price of fifty cents per person in parties of five to seven.

And last, but not least, particularly on the occasion of this outing, are the parks of which there are five. There are also thirty-one playgrounds. Central park is the largest and covers 156 acres of beautiful rolling land sufficiently populated with stately trees as to make it an ideal retreat. In fact, the day will be found all too short so unusually attractive are the surroundings here. Walking down Wright Avenue from the trolley, a stroll none will regret, scores of new homes raised on spacious lawns and the plats of the boulevard made beautiful with flowers and shrubbery will at once fascinate the eye. And all the while, the park entrance, a

## Schedules of Special Trains

| FROM ROUSES POINT  |       |            | FROM WILKES-BARRE  |            |  |
|--------------------|-------|------------|--------------------|------------|--|
|                    | a. m. |            |                    | a. m.      |  |
| Leave Rouses Point | 6:00  |            | Leave Wilkes-Barre | 5:25       |  |
| Coopersville       | 6:12  | Meet No. 9 | Hudson             | 5:33       |  |
| Chazy              | 6:30  | Meet No. 7 | Carbon St. Jct.    | 6:03       |  |
| West Chazy         | 6:41  |            | Green Ridge        | 6:07       |  |
| Plattsburg         | 6:56  |            | Olyphant           | 6:17       |  |
| South Junction     | 7:08  |            | Carbondale         | 6:37       |  |
| Port Kent          | 7:25  |            | Lanesboro          | 7:45       |  |
| Willsboro          | 7:46  |            | Windsor            | 8:03       |  |
| Essex              | 7:56  |            | Nineveh            | 8:30       |  |
| Whallonsburg       | 8:02  |            | Afton              | 8:38       |  |
| Wadhams            | 8:08  |            | Bainbridge         | 8:49       |  |
| Westport           | 8:17  |            | Sidney             | 8:59       |  |
| Port Henry         | 8:39  |            | Unadilla           | 9:08       |  |
| Crown Point        | 8:51  |            | Wells Bridge       | 9:17       |  |
| Fort Ticonderoga   | 9:02  |            | Otego              | 9:26       |  |
| Montcalm Landing   | 9:10  |            | Glens Bridge       | 9:32       |  |
| Putnam             | 9:24  |            | Oneonta            | 9:42       |  |
| Dresden            | 9:33  |            | Colliers           | 9:53       |  |
| Clemons            | 9:38  |            | Maryland           | 10:05      |  |
| South Bay          | 9:50  | Meet No. 1 | Schenectady        | 10:12      |  |
| Whitehall          | 10:05 |            | Worcester          | 10:22      |  |
| Comstock           | 10:18 |            | East Worcester     | 10:32      |  |
| Fort Ann           | 10:25 |            | Richmondville      | 10:46      |  |
| Smith's Basin      | 10:31 |            | Colleskill         | 10:56      |  |
| Fort Edward        | 10:45 |            | Howes Cave         | 11:04      |  |
| Gansevoort         | 10:58 |            | Central Bridge     | 11:10      |  |
| Saratoga Springs   | 11:15 |            | Esperance          | 11:18      |  |
| Ballston           | 11:27 |            | Delanson           | 11:25      |  |
| Ballston Lake      | 11:40 |            | Imanesburgh        | 11:32      |  |
|                    | p. m. |            | Kelley's           | 11:37      |  |
| Arrive Schenectady | 12:05 |            | South Schenectady  | 11:45      |  |
|                    |       |            | Arrive Schenectady | 12:00 Noon |  |

memorial structure, with banks of roses of many varieties in the background, extends an appeal that cannot for a moment be resisted.

Last year 6,000 people from forty-three different states enjoyed the city's invitation to camp here, while the park authorities also entertained more than 125 visitors from Canada, Nova Scotia, Hawaii, Africa, Norway and the Canal Zone.

Every privilege of the park, except that of boating, is free. Iroquois lake in the center of the grounds extends over eight acres and is ideal for all water sports. Sand from the seashore has been used to make an ideal bathing beach with shoot-the-chutes and diving boards. A new \$25,000 Casino, equipped with picnic tables, dressing rooms for bathers, a baby welfare station in charge of a trained-registered Red Cross nurse, a playroom for the kiddies, and numerous other features, has just been completed. There is also a complete playground for children, while for adults there are ten tennis courts and a baseball diamond. Probably the most novel feature is the largest radio loud speaker in the world, installed in a small building with windows opening in all directions. It is in operation day and

night and on occasions audiences as large as 5,000 have "listened in."

First thoughts, however, will be of dinner. It will be ready by the time those who make the necessary reservations are ready to sit down. If you have not attended to this detail DO IT NOW, as it must be appreciated that there is no one who could possibly estimate with any degree of accuracy the number of dinners to be required. The price will be \$1.50 per plate, as has been the rule in the past, except for pensioned members for whom the Association provides but who should nevertheless make their reservations. The caterer has promised that everything will be steaming hot and that there will be plenty to eat. The menu, as submitted, provides for fricassee chicken, biscuits, mashed potatoes, beet pickles, tomato and cucumber salad, bread and butter, ice cream, coffee, milk or tea, and cigars.

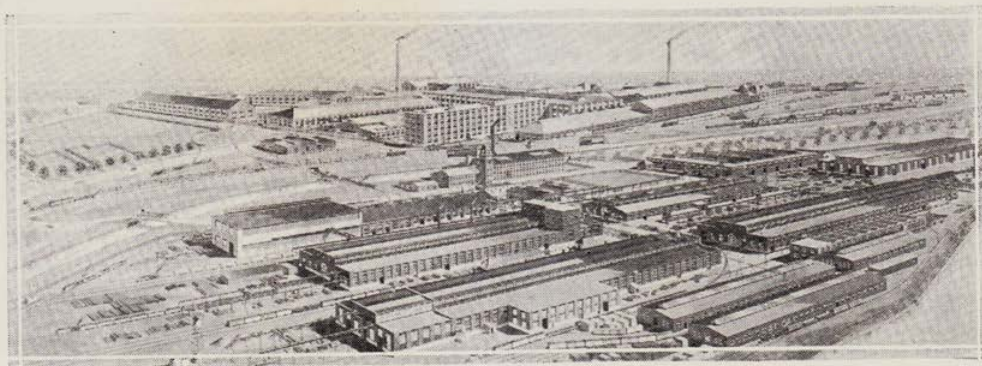
The sport program of the day will include a baseball game between two teams of the Schenectady county league and competitive contests on a point basis as between divisions to decide the award of a handsome silver loving cup which has been donated by R. E. Brigham of Oneonta, an official watch inspector for the Company. This



part of the program will be under the direction of Schenectady's recreational director and will include such events as horseshoe pitching, a tug-o'-war, baseball throwing, one-legged race (ten yards), hoop race, peanut race, basket making, pie eating, a ladies' race (ten yards), shot putting, broad jumping, and a hop, skip and jump event. Get ready to enter these contests. When the cup has been won by any divisional unit three years in succession, it will remain permanently on that division. And don't forget your bathing suits.

The special trains will leave Schenectady at 5 p. m., Eastern Standard Time. Schenectady is one of the cities that has adopted Daylight Saving time so it will be well to consult your own watch at all times in order to avoid any possible confusion.

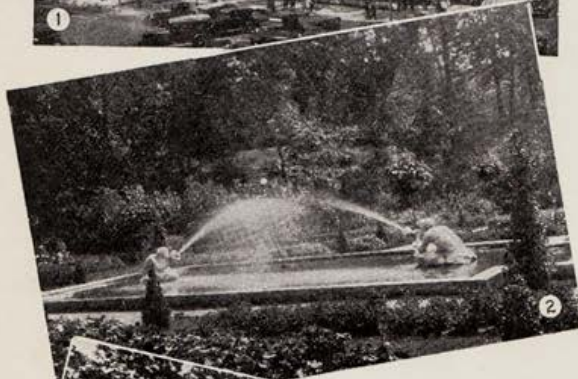
If you are a member, or eligible for membership, remember the date—Saturday, August 8—and you will not have reason to regret missing an event the pleasure of which will foster many a pleasant recollection in the years to come.



AMERICAN LOCOMOTIVE WORKS, SCHENECTADY

**Fifth Annual Outing and Dinner of The Delaware and Hudson Veterans' Association,** Saratoga Springs, NY, Wednesday, September 1, 1926. Saratoga Springs was served by the D&H (companies later acquired by the D&H) since 1832. Detailed article in *The Delaware and Hudson Company Bulletin*, September 1, 1926, pp. 8-10, as follows:

*The Delaware and Hudson Company Bulletin*



*eight*

# Ho, For The Spa!

*Where the Spring Waters Flow and Are Good for Your Ills or Your Thirst,  
Saratoga's the Place Where the Veterans Go, on  
Wednesday, September the First*

SARATOGA SPRINGS, landmark in American history and peer of America's health resorts, bids the members of The Delaware and Hudson Veterans' Association thither for their fifth annual outing announced for today. Amid the same beauty that has pervaded streets and parks and has charmed the wealth of our country, and that of other lands, throughout the summer, the Veterans and their sweethearts of a life-time will enjoy themselves in such a way as to feel deeply indebted to the committee that chose the Spa and made the many other arrangements for their entertainment. When it is taken into consideration that many hundreds—yes, many thousands—of people gather there from all parts of the world each year, surely no veteran of the road that has been serving this historic resort since 1832, can excuse himself or herself the unusual pleasure of visiting a place so distinctive, in company with those with whom they have worked for the better part of their active years.

No more central location could have been selected. Its choice, therefore, makes possible a better reunion in that it affords the members on the Saratoga and Champlain divisions, who all summer long have been handling the heavy tourist travel, an opportunity to meet and greet their brother members from other divisions that otherwise might be denied them. This, too, applies to the date, for an earlier outing, following the precedent of other years, would virtually preclude their attendance, also.

And again, the selection of the United States hotel was wisely made. It is within easy reach of the station, thereby eliminating an additional auto or street car ride at the termination of the train journey. It will be found, too, that the dinner arrangements will be wholly satisfactory for the hotel possesses the necessary dining room facilities to care for all those who may make reservation. Dinner will be served at 12:30 p. m., at \$1.75 per plate, and will consist of a chicken menu. The additional charge of twenty-five cents over the price of other years, will be considered most reasonable in view of the better service to be enjoyed.

The Spa, a formidable rival of famous European watering places, boasts in particular of its great variety of health-giving waters which spring from solid rock at depths of from 200 to 650 feet. In this one respect alone it surpasses its European rivals none of which offers its patrons more than one water. In 1909, the State of New York acquired these springs, wells and bores, and included them in its reservation of 700 acres, thereby safeguarding them from commercial exploitation and preserving them for the exclusive use of the public for generations to come. Under its scientific management twenty-four of these springs have been kept flowing for either drinking or bathing purposes and the remainder have been filled in or tapped off by way of conservation.

These waters vary from a highly mineralized saline content and two or three volumes of carbon dioxide gas to milder alkaline waters of less saline content and from one to two volumes of gas. They are used in various ways for the cure of aggravating bodily ills and for table purposes.

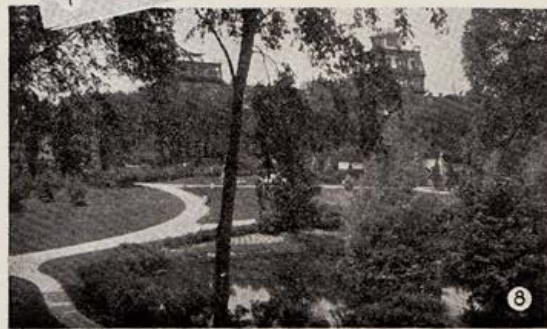
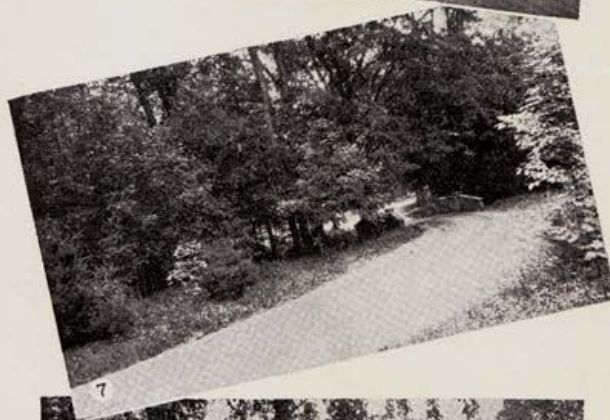
In High Rock park, at the northern extremity of the city, is the famous High Rock spring, which was known to the Indians. It has long been extinct, but its cone remains a center of interest.

Geyser park, however, is the largest of the three parks in the State reservation, and is of 250 acres. It beggars a rival for natural scenic beauty, pleasant walks and drives and spouter springs. Here are to be found the Hayes, Orenda and Karista springs, all of which are liberally patronized.

Lincoln park, where are located the Lincoln and Washington baths, is of sixty acres and is connected with Geyser park by an "Avenue of Pines," lined on each side with double



*The Delaware and Hudson Company Bulletin*



nine

rows of white pine trees for its entire length of one mile.

Congress park, near the United States hotel, is owned and maintained by the City of Saratoga Springs, with the exception of the Sunken Garden and the grounds surrounding Congress spring, which belong to the State reservation. This is one of the Spa's oldest and best known landmarks and is of wonderful scenic development. Artistic lakes, streams and cascades; "The Spirit of Life," a beautiful memorial by Daniel Chester French sculptor, erected to the memory of Spencer Trask; and the "Lady of Yadda," a memorial gateway raised by the employees of Katrina Trask Peabody, the Italian Gardens, and the many walks and drives are the outstanding features of this most wonderful study upon which the city has spent no less than a half million dollars.

Nearby is the famous Canfield Casino where once fortunes were won or lost on the turn of the dice, roulette wheel or playing card. It now belongs to the city and is used as a civic center. Its great rooms still hark of the luxury and wealth to which they were once accustomed, and are a revelation to the visitor. The upper floor is being converted into a museum and there is to be found a large collection of Indian missiles and other relics, and many unusual examples of antique furniture and rare books.

Saratoga Springs, with a normal population of 13,834, has a commission charter and is governed by five commissioners and a city judge. It was incorporated as a village on April 17, 1826 and as a city on April 7, 1915. Clarence H. Knapp is its mayor and commissioner of public affairs.

As a center of wealth and fashion, it is well equipped to cater to the needs of its guests. It has two banks, the Adirondack Trust Company with a capital of \$1,075,000 and the Saratoga National Bank with a capital of \$300,000, and an active Chamber of Commerce, Lion's club and Rotary club. Its military and fraternal bodies include all the prominent orders of the present day, while of religious societies it has no less than sixteen. Here too is located the Skidmore College for Girls with an attendance of nearly 500, St. Clement's college, St. Faith's School for Girls and St. Peter's Parochial school. The city's school system proper comprises a high school and five grade schools.

Although of outstanding social prominence its industrial activities are not a small part of its life. Foremost among its manufacturers are the Baker Manufacturing Company doing foundry and machine work; the G. F. Harvey Manufactur-

ing Company, manufacturing chemists; the Decorative Company, a wall paper concern, and the Saratoga Wall Paper Company, the Clark Silk Glove Company and the Van Raalt Silk Underwear and Textile Mills, and others.

The city has long been a convention center, also, and Convention Hall, where one political party or another has met in years past, is a point of interest on Broadway. Its capacity is 5,000 people and it is considered one of the best equipped buildings of its kind in the country. So far this season it has accommodated ten conventions and still has one to come.

Numerous private clubs provide facilities for golf and tennis, and other recreation sought by those who exact exclusive environments. These are well supported and are a most valuable asset to the Spa's other attractions, foremost among which is the track of the Saratoga Association for the Improvement of the Breed of Horses where meets of international interest are held during the month of August, each year.

Already, the members of the Association have received the schedules of the special trains provided by the Management and other information concerning the outing. Good weather alone remains to make the day a memorable one, and should it rain the lobby and veranda of the United States hotel will easily accommodate all and afford an excellent meeting place.

\* \* \*

#### *Key to Photographs on Pages 8 and 9*

1. The United States Hotel where the Veterans will dine.
2. A park scene.
3. Hathorn spring.
4. The Casino.
5. The "Spirit of Life."
6. Broadway.
7. A drive in Geyser park.
8. Across Congress park.

"Rides like an all-steel train," advertises a leading automobile manufacturing concern in boosting its product. The superiority of railway travel cannot be denied appreciative recognition, even in the automobile world, it seems.

Conductor: "Change for Marietta! Change for Marietta!"

Hick Passenger: "Don't know who the girl is, but I'll chip in a dime."

The 1926 quarterly meeting of the Delaware and Hudson Veterans' Association was held on November 7, 1926, in the Irving Theater, Carbondale.

The Delaware and Hudson Veterans' Association was formed at Scranton on Sunday, February 26, 1922. In 1926 there were 1,400 or more members in the organization. Martin Crippen, claim agent on the Pennsylvania division was the first president and served in that capacity for three years. He was followed by S. G. Cobb, a locomotive engineer on the Pennsylvania division, who is the acknowledged "Father of the Association." W. C. Gurney of Binghamton, conductor on passenger trains Nos. 308 and 309 on the Susquehanna division, was the third president and was serving in that capacity in 1926. The association met on November 7, 1926, in the Irving Theater in Carbondale, with President Gurney in the chair. Upward of 500 people were in the audience: members of the Association, their wives, and friends. A special train, combining dining car service, was provided by management for those from north of Carbondale. The minutes of the Carbondale meeting are presented in the article title "Fine Veteran Spirit," which was published in the December 1, 1926 issue, pp. 5-6, of *The Delaware and Hudson Company Bulletin*.

The veterans, we learn from that article, were welcomed to Carbondale by N. J. Burns, rules examiner on the Pennsylvania division and a vice-president of the Association. "He reminded them that it was at Carbondale, only a short distance from where our passenger station stands, that anthracite coal first was mined and that the Delaware and Hudson Company was a thriving organization when the other roads in the valley--the Delaware, Lackawanna & Western, the Erie, the New York, Ontario and Western, and the Central Railroad of New Jersey--were in their infancy." When Mr. Cobb, at the request of Mr. Gurney, addressed his fellow veterans, "he told them that it was a pleasure to him to look back upon one day, the twenty-sixth of February, 1922, when the Association was organized and how he and Sam Foster, a well known trainmen on the Pennsylvania division, had worked 'tooth and nail' to get a number of 'old men' together in the Y. M. C. A., in Scranton, for the purpose of talking over the idea of how it was, and still is, his ambition that the Association should grow until every man who has served the 'old D. & H.' twenty years or more is a member of its ranks." The minutes of the last quarterly meeting, which was held in Oneonta, were read by J. B. Sampson. As of November 7, 1926, there were 1,419 members in the Association. The Secretary reported that since the meeting of the Association in April 1925 that the following Pennsylvania division employees had died: David L. Craft, George Penwarden, Isaac Reichardt, Charles H. Williams, John H. Walker, John G. Evans, and Edward A. Robbins. Following the meeting, a special train left Carbondale for Albany at 5:30 o'clock. The conductor on the train was Merrill Shephard; the trainmen were Hakerbecker and Ryan--all on the Pennsylvania division; the engineers were Michael Nolan (Pennsylvania division) and Anton Stapf (Susquehanna division).

Here is the complete text of the article on the 1926 quarterly meeting of the D&H Veterans' Association ("Fine Veteran Spirit") that was published in the December 1, 1926 issue, pp. 5-6, of *The Delaware and Hudson Company Bulletin*:



## Fine Veteran Spirit

*Meeting of Veterans' Association at Carbondale is Marked by Large Attendance, Cordial Exchanges and a Splendid Entertainment Program*

AS The Delaware and Hudson Veterans' Association approaches the close of its fifth fiscal year its fourteen hundred and more members can look back upon the past and point with pride to a record of naught but notable accomplishment. Still growing with the impetus of youth, expectant and possessed of the courage needed to realize the utmost upon that expectancy it stands at the threshold of another twelve-month period financially healthy and with harmony pervading its ranks. What more could be desired by any group of people banded together for the honorable purpose of enjoying the wonderful associations accruing to comradeship among friends and acquaintances of long standing.

Not once has its future been in doubt. From the date of its inception in Scranton Pa., on Sunday, February 26, 1922, up to the present, it has made steady progress. So well defined and of such fine purpose have been its aims and desires that those eligible for membership have readily subscribed to its principles. Its trials and tribulations, therefore, have been nil.

An appreciable part of this record may properly be credited to three men who have been at its helm and have guided it with great safety straight toward the port of Success. MARTIN CRIPPEN, claim agent on the Pennsylvania division, was the first to shape the destinies of the Association. He took it in its infancy and for three successive years lovingly and zealously directed its each and every effort: then, declining another term, he was succeeded by S. G. COBB, a locomotive engineer on the same division, who is the acknowledged "Father of the Association." He entered upon his duties as president with

marked enthusiasm and a firm determination that the work of his predecessor should not have been in vain. Unfortunately, however, he was stricken with a serious illness soon after his election and throughout the year was able to

serve only in a communicatory capacity, but this he did with great success and credit to himself, nevertheless. W. C. GURNEY of Binghamton, conductor on passenger trains Nos. 308 and 309 on the Susquehanna division, its third and present president, has been in office since January, last, and so conversant are all with the progress made during that time that it need not be recounted here.

The last meeting of the year preceding the election of officers next January, was held at the

Irving theater in Carbondale, November 7, and in points of interest, attendance and features of entertainment was of the same high order that has brought pleasure and a sense of satisfaction to those who have attended other get-togethers arranged by the Association. PRESIDENT GURNEY was in the chair and was surrounded by a most entrancing stage setting, officials of the Company, officers of the Association and entertainers from our employe family, while before him sat upward of 500 people—members of the Association, their wives and friends. Those from north of Carbondale had made the trip on a special train combining dining car service, that had been courteously provided by the Management.

The meeting was opened with the Lord's Prayer and the singing of "America." N. J. BURNS, rules examiner on the Pennsylvania division and a vice-president of the Association, to whom the Mayor of Carbondale had delegated the authority, then welcomed the veterans to the city most cordially. He reminded them that it was at Carbon-

### Old Friendship Road

*The journey that leads on the Old Friendship Road  
Is pleasant, no matter how heavy the load;  
There's gladness and joy in the smiles that we wear,  
And the songs that we sing bring happiness there.  
Along this old pathway the radiance is bright,  
Which makes life worth living, a joy and delight.  
No spot can be found where rich pleasures descend  
Like the old trodden road between friend and friend.*

—Tessa Webb.

## *The Delaware and Hudson Company Bulletin*

dale, only a short distance from where our passenger station stands, that anthracite coal first was mined and that The Delaware and Hudson Company was a thriving organization when the other roads in the valley—the Delaware, Lackawanna & Western, the Erie, the New York, Ontario and Western, and the Central Railroad of New Jersey—were in their infancy.

The roll call of officers followed and, in turn, the minutes of the last quarterly meeting which was held in Oneonta were read by J. B. SAMPTON, the secretary, whose report on membership and finance reflected the healthy condition of the Association. Total enrollments number 1,525; death has claimed 106 members, leaving a present membership of 1,419. Those who have died since the last report of the secretary, made last April, include DAVID L. CRAFT, GEORGE PENWARDEN, ISAAC REICHARDT, CHARLES H. WILLIAMS, JOHN H. WALKER, JOHN G. EVANS, and EDWARD A. ROBBINS, of the Pennsylvania division; SANFORD A. DISBROW, JAY W. REYNOLDS and FRED P. HUNT, of the Susquehanna division; and BARNEY GORDON, SMITH PHILLEY and THOMAS SUMMERFIELD, of the Saratoga division.

GEORGE E. BATES, assistant to the vice-president for industrial development, was then introduced by PRESIDENT GURNEY who very enthusiastically alluded to the warm interest Mr. BATES has taken in the affairs of the Association. In prefacing his talk on "Results of Coöperation," appearing elsewhere in this issue, MR. BATES, by the relation of several humorous anecdotes, threw his audience into comfortable relaxation. "It's a fine thing to come together and just mingle and have a good time; there's not a man but that thoroughly enjoys it because he knows that here he will see men whom he has not seen for many months and even longer; these are just family reunions, that is all," he told them. He also urged his hearers to coöperate in securing new or additional business and showed them how it is within the power of each one to speak the word that may secure a passenger or a shipment of freight.

MR. GURNEY next called upon Mr. COBB to address his fellow veterans. He greeted them in his usual happy mien and told them that it was a pleasure to him to look back upon one day, the twenty-sixth of February, 1922, when the Association was organized and how he and SAM FOSTER, a well known trainman on the Pennsylvania division, had worked "tooth and nail" to get a number of "old men" together in the Y. M. C. A., in Scranton for the purpose of talking over the idea of how it was, and still is, his ambition that the Association should grow until every man

who has served the "old D. & H." twenty years or more is a member of its ranks.

J. E. FAIRHEAD, superintendent of the Saratoga division and formerly engaged in similar duties on the Pennsylvania division, who spoke next, told the members he was "pleased to be back among them even though only on a short visit." "I don't believe," he continued, "that at any time I have told you how fully and completely your organization can be credited to MR. COBB." He then recalled the time when MR. COBB called upon him and asked him what he thought about the possibilities of organizing such an association, and then told of the success that had attended those efforts. Referring to the outing at Saratoga Springs last September he declared himself as "highly pleased" with the turn-out and made it plain that the Veterans were welcome to come to his division whenever in the future they might so choose.

In concluding the meeting PRESIDENT GURNEY commented upon the splendid attendance and the presence of so many ladies, the enjoyable trip from Albany to Carbondale, the train and dining service, the beauty of the theater, the fact that nine officers of the Association were present as were three division superintendents—MR. FAIRHEAD, M. F. LEVY, superintendent of the Susquehanna division, and C. A. MORGAN, superintendent of the Pennsylvania division—and numerous members from neighboring Veterans' associations on the Delaware, Lackawanna and Western, the Erie, the Central Railroad of New Jersey, and the New York, Ontario and Western railroads. Resolutions expressing appreciation for all of these things and for the splendid entertainment given at intervals during the meeting by the Misses Audrey and Dorothea Koch of Oneonta, talented musicians and daughters of W. H. KOCH, roadmaster on the Susquehanna division, the Colonie Car department quartet—MESSRS. CHARLES RUHTZ, PAUL CLICKNER, JOHN KEEFE and PETER HEFFERN, and the organist who gave a selection on the mammoth pipe organ with which the theater is equipped.

The special train for Albany left Carbondale at 5:30 o'clock and the splendid spirit that had marked the meeting continued in evidence so long as any of the members remained aboard. The train was in charge of CONDUCTOR MERRILL SHEPARD and TRAINMEN HAKERBECKER and RYAN, with ENGINEER MICHAEL NOLAN on the Pennsylvania division and ENGINEER ANTON STAFF on the Susquehanna division.

"How's the riding school, old man?"

"Rotten! Pupils falling off every day."—*Doherty News.*



2027

## **D&H Annual Report, 1930**

Three interesting facts learned from the *1930 D&H Annual Report*:

1. Rail of 130-pound section and corresponding track material has been adopted as standard for use in main tracks instead of 90-pound rail and corresponding material, and during the year about 23 miles of track were relaid according to the higher standard.
2. A new freight terminal, including freight house, necessary tracks, loading platforms, and paved driveways, was constructed at Wyoming Avenue, Scranton.
3. In the Oneonta shop, 603 hopper-type coal cars were built to replace the same number of twin-hopper cars retired.

2028

## **Closing of the Honesdale Branch, 1931**

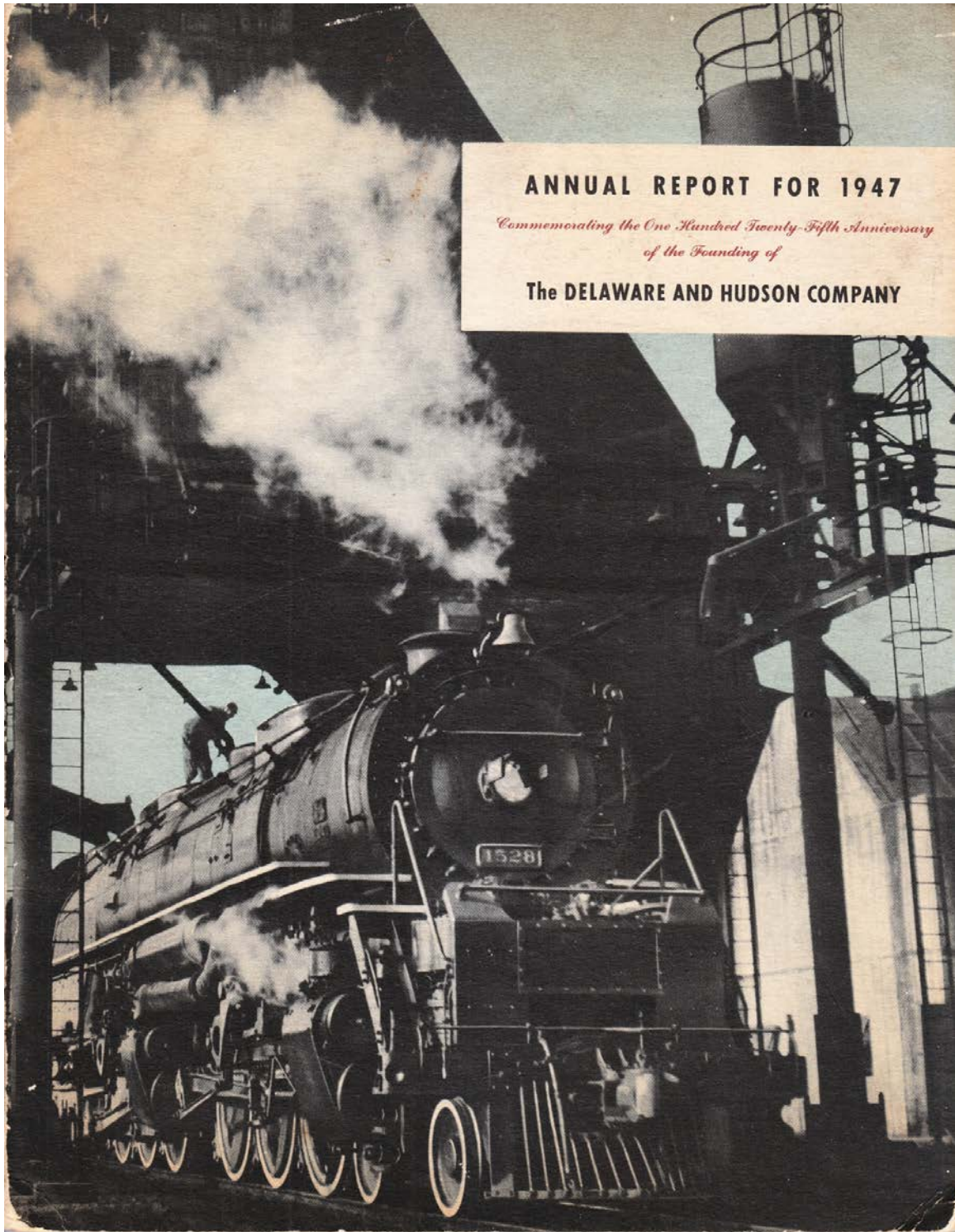
When the Honesdale Branch began operations in 1899 there were four round trip passenger trains between Carbondale and Honesdale every weekday and Saturday. By 1907 there were only two round trip trains daily during the week for passengers. Initially there were two round trip local freight trains daily, in addition to the movement of nearly 100 coal cars a day to Honesdale. Coal and other freight shipments decreased regularly and dramatically as the years of the 20<sup>th</sup> century passed. By the mid-1920s, talk was heard of closing down the Honesdale Branch, which could not compete with automobiles (passenger travel) and trucks (transport of freight).

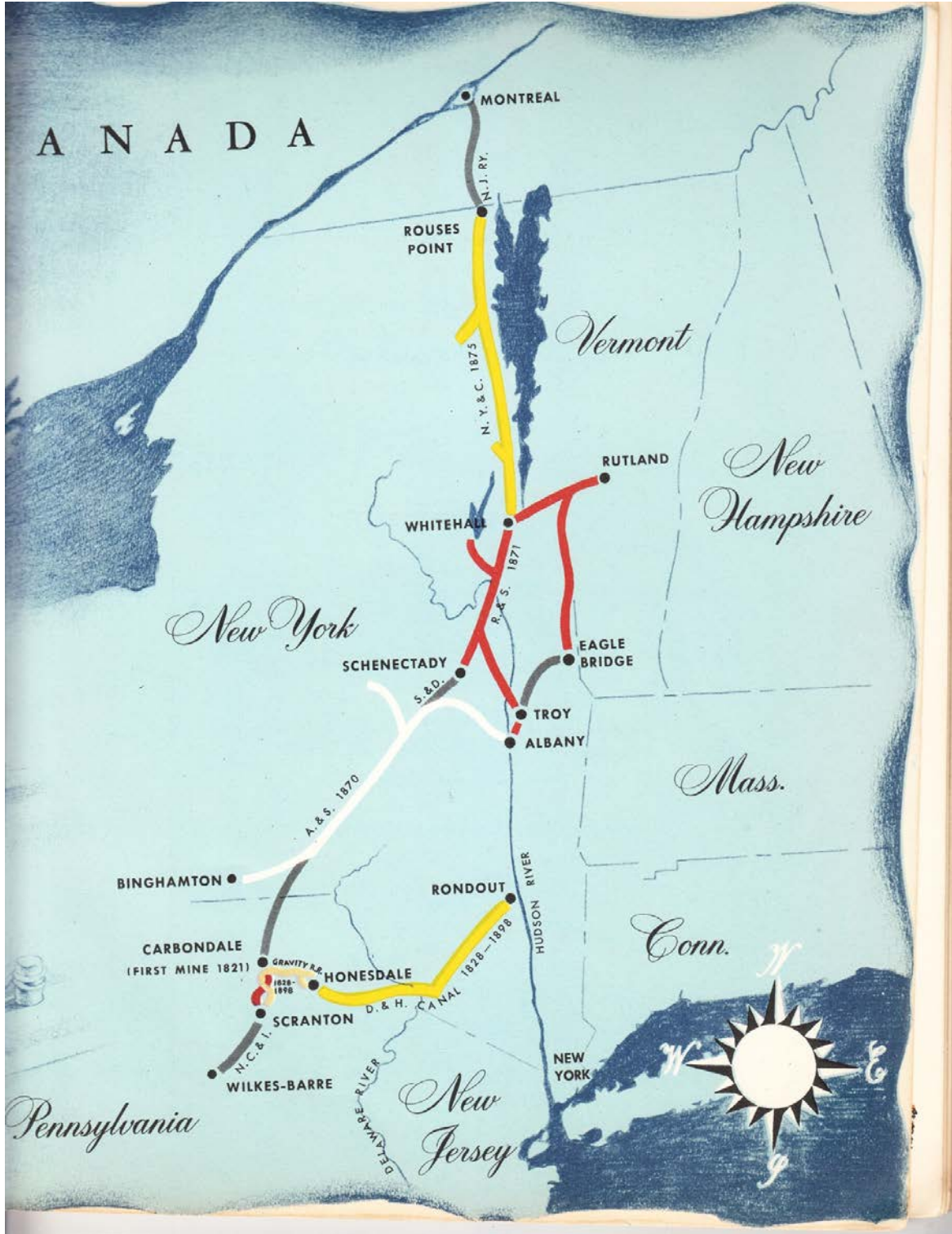
On a clipping, among a number of clippings from 1931, in one of the Gritman scrapbooks in the collection of the Carbondale Historical Society, we read:

**"D&H BRANCH WILL CEASE SEPTEMBER 9TH** / On Wednesday, September 9, the Honesdale branch of the Delaware and Hudson railroad corporation will pass into history, the company having given formal notice that on that date there will be a cessation of all traffic on that branch, says the *Carbondale Leader*."

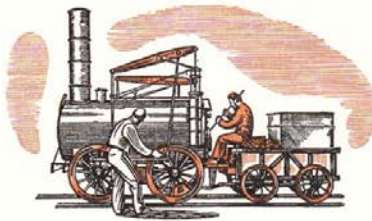
2029

## D&H Annual Report, 1947





# *Annual Report* *for 1947*



*Commemorating*  
*the One Hundred Twenty-Fifth Anniversary*  
*of the Founding of*  
**The Delaware and Hudson Company**





### *The End of Earliest Facilities*

The last years of the Century found the Company abandoning Canal and Gravity Railroad operations. This decision was a revolutionary advance from the original, long-continued reliance upon natural and artificial waterways for the transportation of the Company's product.

The Railroad Committee designated by the Managers to study the question reported that great economies would result if the anthracite were to be transported from the mines directly to the Hudson River and Weehawken over existing railroads. The Gravity Railroad and Canal could be replaced by leasing or building other lines.

On November 5, 1898, the last boat carrying anthracite passed through the Canal. Then, a little more than a year later, the Gravity Railroad was operated for the last time as such in its entirety. Work progressed rapidly on transforming suitable parts of the line into a locomotive operated road.

Formal sanction was given to relinquishing the Canal on February 23, 1899, and the Officers of the Company were empowered to change the outdated corporate title to "The Delaware and Hudson Company."



### THE ERA OF NEW INVENTIONS

By the turn of the Century, the primary arteries of today's Delaware and Hudson System had been clearly defined and more efficient railroading throughout the country became the order of the day.

The years ahead were destined to see the development of block signaling, numerous safety devices, new equipment and appurtenances undreamed of a few years earlier. Along with other American railroads, the Delaware and Hudson kept pace.

Locomotives of greater tractive power—giants for their day—were soon appearing on railroad lines throughout the nation. They brought about a long succession of alterations and improvements in physical facilities and maintenance equipment. Larger locomotives required not only a better roadbed, but stronger bridges, larger roundhouses, turntables and ash pits. Longer trains made possible by lower grades and more powerful engines called for terminal and classification yards of greater capacity, longer passing tracks and more double and multiple trackage. Additional power and cars necessitated new maintenance shops and heavier tools and machine equipment. American freight trains became the mightiest instrument of land transportation in the world, and passenger trains among the world's safest and fastest.

In addition to keeping pace with railroad progress, activities of the Company were carried on in an ever-widening scope. Control of the Chateaugay Ore and Iron Company, The Chateaugay and Lake Placid Railway, The Cooperstown and Charlotte Valley Rail Road and others were obtained, while the Schenectady and Duanesburgh Railroad was absorbed. An industrial department was established within the Company to stimulate existing industries along the railroad and to attract new ones to its lines.





### *World War I and Federal Control*



By 1915, the level of industrial production in this country was sharply reflecting the war in Europe. Preponderance of exports over imports diverted vessels from domestic use and brought heavier traffic to the railroads. The operating revenues of the Company increased and anthracite production was greatly stimulated.

After the United States entered World War I, in April, 1917, the Government took possession of the country's entire transportation system. The twenty-six-month period, during which common carrier property of the railroads was removed from direct control of company managers, was as difficult a time for the D&H—as it had come to be known—as for other roads. Adequate and orderly maintenance operations were impossible. Replacement parts and materials were of inferior grade and were received at irregular intervals. In addition, high labor turnover and the loss of skilled men entering the Armed Forces seriously affected the quality and efficiency of operations and maintenance.

After the return of the railroads to private management, great efforts were expended to bring the D&H property back to its pre-war efficiency. The rehabilitation proved both costly and time-consuming. New equipment was not readily available and the general collapse of 1920-1921 affected all business plans. Gradually, however, as materials and special equipment again came on the market, the road began to approach the high state of efficiency of the late pre-war years.

### *Segregation of Railroad and Coal Properties; Disposition of Traction Lines*



Since the early 1900's, raw coal mined by the Company from its own properties and those of its affiliates had been prepared and marketed by a subsidiary—The Hudson Coal Company. In 1918, this subsidiary took over all mining operations as well. In 1927, the Company segregated ownership of the coal and railroad properties by the sale of all its coal properties to The Hudson Coal Company.

It was about this time, too, that the Company disposed of all the traction and interurban lines in and around Albany, which had been acquired a generation earlier.

During 1928, The Delaware and Hudson Railroad Corporation was incorporated under the Laws of New York State and on April 1, 1930, the Company turned over all of the railroad properties which it then operated to the Railroad Corporation. The Delaware and Hudson Company thus became a holding company, its principal assets consisting of all the stock of the Railroad Corporation and all the stock of The Hudson Coal Company.

### *The Depression Years*

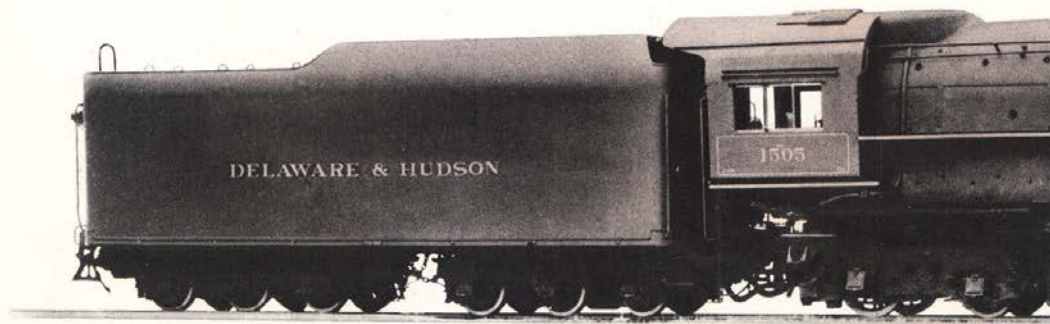
Like other industries, railroading was adversely and seriously affected by the nation-wide depression of the early 1930's. The revenues of the Company's principal subsidiaries declined sharply and it became necessary to reduce and then discontinue the dividends on the Capital Stock of the Company. Dividends had been paid uninterruptedly since 1881. However, the Company had resources and credit sufficient to weather the storm.

## THE PAST DECADE

For some years prior to the depression, American railroads had been increasing their efficiency and adding to their earning power by utilizing more powerful locomotives to increase the speed and length of freight trains. "Ship by fast freight" was the coming slogan. Losses of the depression period and the need to cut costs and increase operating efficiency gave impetus to the development of fast freight locomotives and ultra-modern equipment. It was apparent that railroads would be called upon to meet changing conditions more aggressively.

For the D&H this was to mean not only substantial outlays for new equipment and rebuilding of the railroad's physical facilities, but a searching analysis of all properties and lines with a view to eliminating unprofitable or unpromising units.

Since this program has had a profound effect on the position of the Delaware and Hudson, just what has been accomplished during the past decade should be recorded in some detail—outlining specific property improvements, modernization of equipment, increase in efficiency, diversification in traffic, disposition of unprofitable properties and reduction of debt. This does not mean that the program has been completed—it probably never will be as long as competition and new inventions justify expenditures to cut costs and improve service—but it will serve to highlight the change that has taken place in railroading these past ten years.





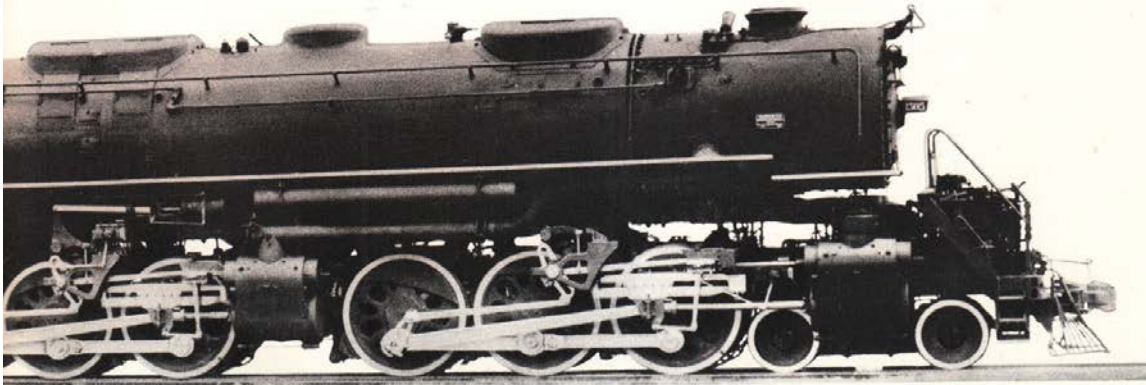
### *Elimination of Unprofitable or Extraneous Properties*

Under the changing conditions it was apparent that the steamboat and hotel properties acquired by the Company years before were proving a steady drain on resources and their profitable operation would necessitate the expenditure of substantial sums which could be better employed in the modernization of the railroad property. It was also believed that energies and funds being devoted to the operation of subsidiaries not germane to the principal interests of the Company were no longer justified.

The Champlain Transportation Company had been disposed of in 1937, and, as opportunities presented themselves over the next few years, the two hotels and remaining steamboat subsidiary were sold. Subsidiaries such as the Chateaugay Ore and Iron Company and the Chazy Marble Lime Company were likewise disposed of. Unprofitable leases, notably those of The Utica, Clinton and Binghamton Railroad and The Rome and Clinton Rail Road were terminated. Certain branch line mileage was abandoned, including the major part of the Chateaugay and Lake Placid Railway and all of the four-mile long Schoharie Valley Railway.

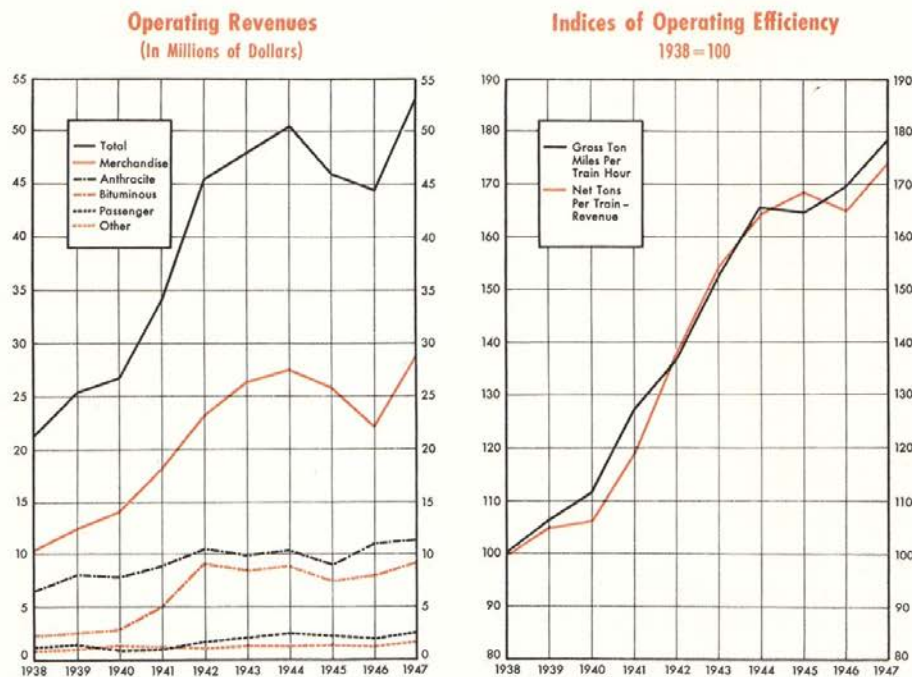
At the same time, steps were taken looking toward the merger with the D&H of The Rensselaer and Saratoga Rail Road Company and the Albany and Susquehanna Rail Road Company (which had been operated under long-term leases) since they formed essential parts of The Delaware and Hudson Railroad System. The mergers were consummated on January 30, 1945 and July 2, 1945, respectively.

The aggregate effect of these moves was to simplify the capital structure of The Delaware and Hudson Company and its subsidiaries, and at the same time to concentrate activities in the Railroad System and the business of The Hudson Coal Company.



### *Doing More with Less*

On January 1, 1938, the D&H Railroad had an inventory of 375 locomotives principally of the "Consolidation" class. Many of these locomotives were rapidly becoming unsuitable for increasingly heavy traffic demands. A program of replacement was instituted with the result that while the total number of locomotives has declined from 375 in 1938 to 300 as of December 31, 1947, the greater power and speed of the forty new 4-6-6-4 Simple Articulated Mallet freight and fifteen 4-8-4 fast freight and passenger locomotives which were purchased, resulted in a rapid increase in efficiency.



### *Other New Equipment*

At the same time steam power was being improved, additional modern equipment was being acquired. Within the past decade the D&H has purchased 24 Diesel Electric switching and road switching locomotives; 6 light-weight air-conditioned steel coaches; 25 special-purpose steel boxcars; 1400 steel hopper cars; 700 steel gondola cars; 100 covered hopper cars; 35 container cars and 1 steam wrecking crane. In addition, 600 steel hopper cars; 5 well-hole cars; 45 steel boxcars and 8 flanger cars were built in D&H shops. These shops also modernized and air-conditioned 18 steel passenger coaches and 2 dining cars. Total cost of all new rolling stock and the modernization and improvement of existing equipment for the ten-year period aggregates \$23,161,812, of which \$8,461,184 remained to be paid under conditional sales agreements as of December 31, 1947. At the close of the year, the Railroad had six additional Diesel Electric switching locomotives on order, all of which have now been delivered.

### *Track Structure, Road and Shop Improvements*

During the past ten years capital expenditures for track structure, road and shop improvements totaled \$8,665,694.

Today, substantially all main-line track has 131#, 130# and 112# rail, with 87,316 gross tons or 486 track miles having been installed during the past ten years. New ties are now being creosoted before placement, and as of December 31, 1947, approximately 97% of the ties in main-line tracks were so treated. As of the same date, 83% of the ties in all tracks, including branch lines, are creosote-treated. Tie plates protect all main-line ties and a majority of branch-line ties. During the past ten years approximately 248 miles of main-line track have been stone-ballasted, making 57% of the main line equipped with stone ballast for handling heavy traffic. Modern power operated tools and machines are now used extensively for roadway and track maintenance.

Other major road improvements undertaken include the increase of clearances throughout the System to take higher and wider freight loads; erection at many points of new

|                                |        |
|--------------------------------|--------|
| Locomotives.....               | 300    |
| Passenger-Train Cars.....      | 166    |
| Freight-Train Cars.....        | 11,290 |
| Company-Service Equipment..... | 488    |





heavy bridges and the strengthening of others to accommodate the heavier locomotives; extension of passing tracks, necessary because of today's longer trains; improvement of yard layouts for better switching and train handling; enlargement of the tunnel at Tunnel, New York, and the elimination of a tunnel at Port Henry, New York, by construction of a by-pass on new alignment. All remaining semaphore type automatic signals used on the main line were replaced with modern color searchlight type signals properly spaced for present-day high speed and heavy freight train operation. Centralized Traffic Control has been installed at key points and telephone dispatching is utilized over the entire main line of the railroad. Crossing protection has been improved through the installation of modern automatic signals.

Shop improvements include the extension of engine house stalls and inspection pits at round-houses, and the installation of modern electrically operated drop-pits in engine houses at Carbondale and Oneonta. Modern tools and machinery for shop work have been purchased to expedite car and locomotive repairs.



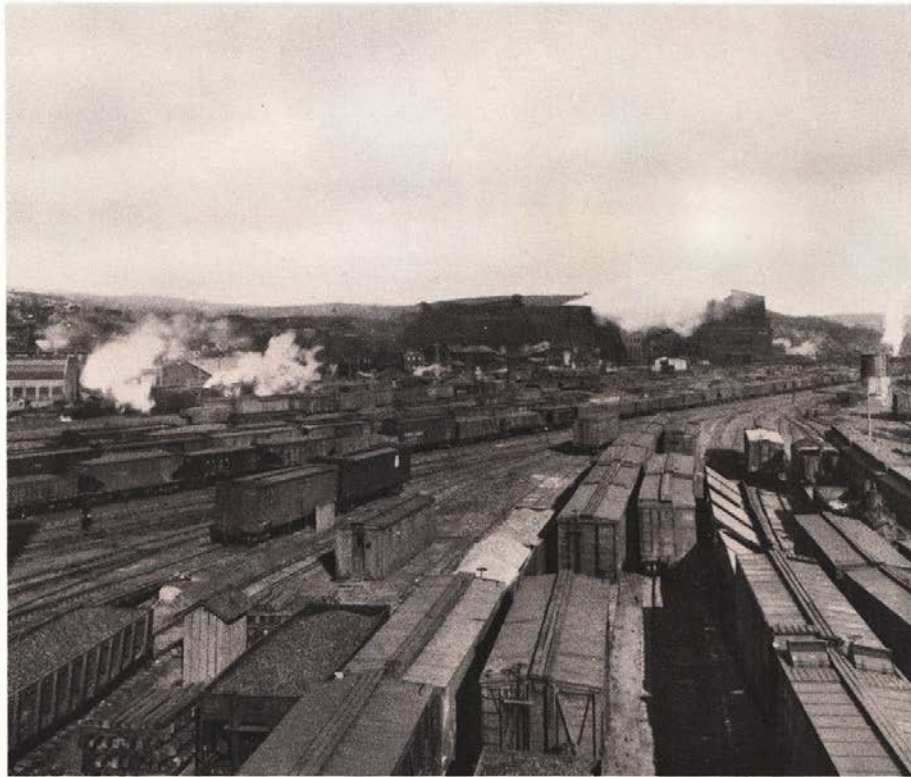
Stone Ballast Cleaning



### *Increasing Diversification of Traffic*

The Delaware and Hudson Railroad Corporation now operates approximately 795 miles of standard gauge railroad, including main line and branches. This integrated System has been characterized by the Interstate Commerce Commission as "the most important of the New England bridge lines." It links the Pennsylvania, the Central Railroad of New Jersey, Lehigh Valley, Erie, and the Delaware, Lackawanna and Western on the West and South, with the Boston & Maine and the Boston and Albany on the East, and the Canadian National and the Canadian Pacific on the North. With its connections the D&H now maintains fast competitive through-freight service between the West and Southwest, and Northern New England and Eastern Canada. It also constitutes the most direct line from the anthracite coal fields in Pennsylvania to Northern New England and Eastern Canada. With New York Central and Canadian connections, the D&H forms the most direct line from New York City to Montreal, by way of Albany.

In addition to heavy "bridge" traffic—that is, traffic received from and delivered to connecting railroads—the D&H originates a large volume of anthracite traffic and serves





important plants in the Albany, Troy and Schenectady area, including a number whose names are household words. It serves the important Albany Port facilities, as well as the Adirondack iron ore fields, northern New York paper mills and cement companies and the Vermont slate and marble district. Traffic with Eastern Canada consists chiefly of newsprint, paper, asbestos, wood pulp, and forest products southbound, and coal and manufactured products northbound.

It was primarily to develop and maintain a strong competitive position—and, at the same time to increase traffic diversification—that the modernization program was greatly expanded ten years ago. Bridge traffic has increased steadily as a result of faster and improved coordinated service between all connecting lines. Diversified traffic originated along the lines has likewise improved due, at least in part, to an increase in the number of plants







Centralized Traffic Control

located on the railroad and to better service to shippers. Total tons of freight carried has shown a substantial improvement, with 1947 setting a new record for any peacetime year.

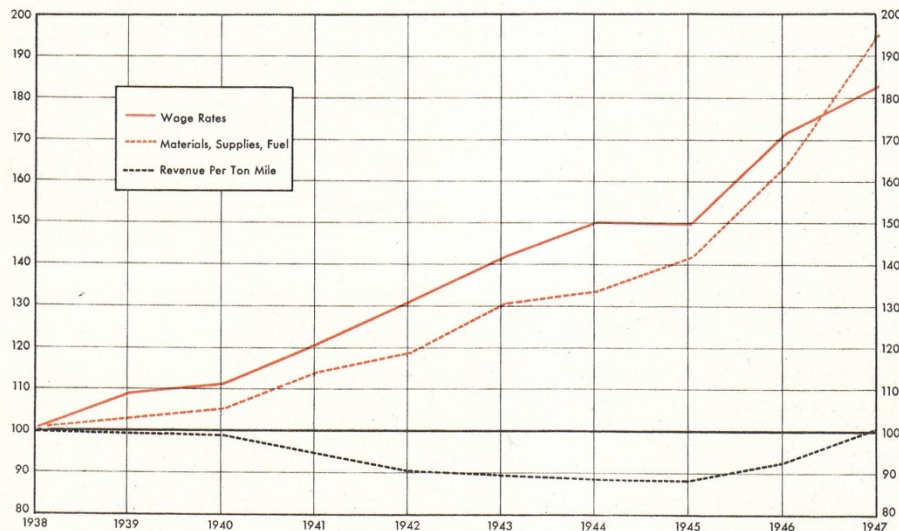
In each of the past ten years, freight traffic accounted for between 90% and 94% of the Railroad Corporation revenues, the figure for 1947 being 92.44%.



### *Freight Rates Have Not Kept Pace*

Like other railroads, the D&H has suffered because increases in freight rates have been insufficient to yield an adequate return on the property devoted to public service, primarily due to the rapidly mounting fuel, materials and supplies costs, and increased wage rates. The only way to maintain efficient rail transportation is through continued investment in improved rail facilities, and essential additional capital for such improvements can be attracted to the railroads only when rates permit earnings commensurate with returns available in other lines of business enterprise. Applications for increased freight rates are now pending before the Interstate Commerce Commission.

**Indices of Wages, Material Prices and Revenue per Ton Mile**  
1938 = 100



### *Simplification of Corporate Structure and Debt Reduction*

As was mentioned earlier, the first step in strengthening the D&H financially was the elimination of unprofitable and marginal properties. The second important factor was the decision to postpone consideration of the resumption of dividends on the Capital Stock of the Company until debt maturities facing the Company and its subsidiaries had been disposed of satisfactorily.

Heavy expenditures for the modernization of the railroad combined with rapidly rising operating costs and laggard freight rates necessarily reduced net earnings available for debt

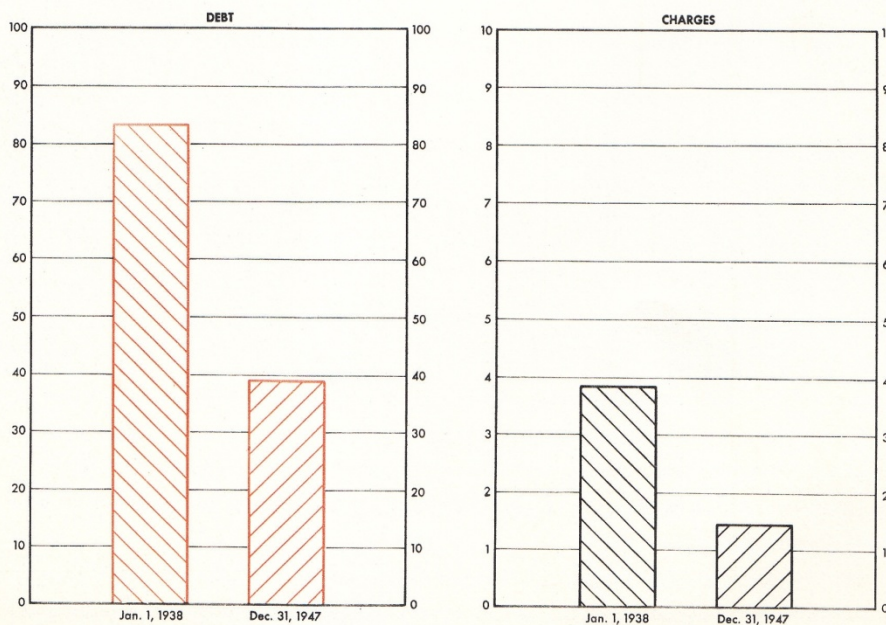


retirement. Offsetting factors which aided were the available portfolio of securities and the sharply increased freight traffic resulting from wartime activities and the heavy freight traffic which has continued to the present day.

Comparing the debt and fixed charge figures at the beginning and end of the ten-year period (excluding equipment purchases)—as of January 1, 1938, the D&H had debt (including debt and capital stock of leased lines) outstanding in the hands of the public amounting to \$83,229,200 on which annual fixed charges were \$3,857,535. As of December 31, 1947, comparable figures were: debt, (including debt and capital stock of leased lines) outstanding with the public \$39,258,900; fixed charges \$1,485,158. The reduction in principal for the period thus amounted to \$43,970,300 or 52.8%, and the reduction in fixed charges \$2,372,377 or 61.5%. The average annual interest cost to the D&H of funded debt now outstanding with the public is 3.73%. The earliest maturity of consequence is May 1, 1963.

In the meantime, payroll taxes (Railroad Retirement and Unemployment Insurance taxes) have risen from \$642,113 in 1938 to \$2,287,699 in 1947.

### Comparison of Debt and Charges 1938-1947 (In Millions of Dollars)



### *Resumption of Dividends*

The present authorized Capital Stock of The Delaware and Hudson Company consists of 587,314 shares with a par value of \$100 each. The total number of publicly-held shares issued and outstanding is 539,649.

Dividends on the Capital Stock of The Delaware and Hudson Company were resumed after a lapse of more than ten years by the declaration of a dividend of \$1.00 per share in January, 1945. Since that time dividends similar in amount have been declared for each quarterly period.

As of December 31, 1947, there had been declared, since the incorporation of the original Company, a total of 302 dividends aggregating \$192,478,064. Stockholders at the year-end numbered 6,938.





## PERSONNEL



Within the past decade and, more specifically, during the past seven years, there have been five awards granting wage increases to both operating and non-operating employees (except in the case of the wage award of November 1, 1947, decision with respect to increase for employees represented by Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen is, at this writing, still pending)

In addition to the increases in wage rates, the railroads have been required to make substantial contributions toward employee benefits. Under the provisions of various Federal acts (including the amendments enacted by the Crosser Act of 1946), adopted to finance employee retirement benefits, railroads, including the D&H, became subject to a tax on all wages up to \$300 per month, as follows:

|                                            |     |
|--------------------------------------------|-----|
| For the years 1937 to 1939 inclusive ..... | 2¾% |
| For the years 1940 to 1942 inclusive ..... | 3%  |
| For the years 1943 to 1945 inclusive ..... | 3¼% |
| For the year 1946 (only) .....             | 3½% |
| For the years 1947 to 1948 inclusive ..... | 5¾% |
| For the years 1949 to 1951 inclusive ..... | 6%  |
| and thereafter .....                       | 6¼% |

Taxes, at the same rates, are likewise imposed upon the Corporation's employees.

In addition, under the Federal Railroad Unemployment Insurance Act effective July 1, 1939, and now by the Crosser amendments providing for employees unemployment, sickness and maternity benefits, the railroad pays a 3% tax on all wages up to \$300 per month. This law removed the Corporation from prior Federal and State Laws involving unemployment taxes and benefits. The present Federal act is supported entirely by taxes on the railroads.

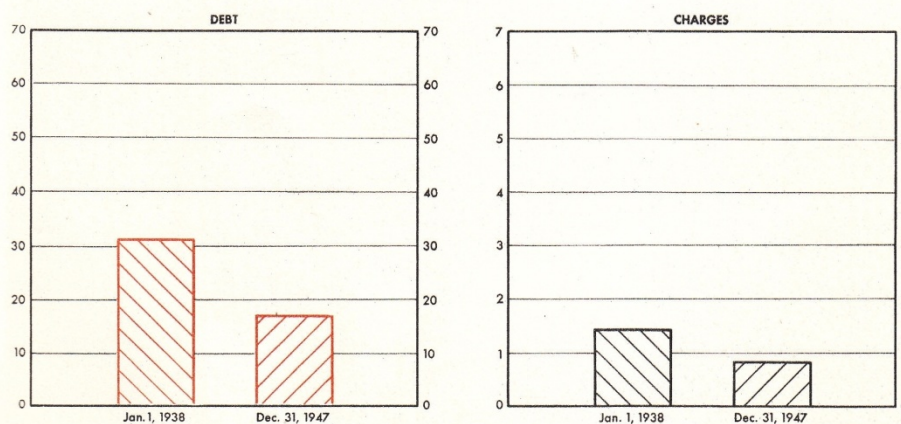
## THE HUDSON COAL COMPANY

This wholly owned, independently managed subsidiary, is the third largest producer of anthracite coal in the country. It owns and operates a number of collieries in the so-called Wyoming Anthracite Field, generally between Wilkes-Barre and Carbondale, Pennsylvania. All collieries are located on the lines of The Delaware and Hudson Railroad.

The Company has maintained its relative position in the anthracite industry and during the past decade heavy expenditures have been made for modernization and mechanization, particularly in the Loree and Olyphant Collieries. This includes the installation of modern and up-to-date machinery such as new jigs, new tile-lined loading pockets, Chance Cones, renewal of narrow gauge tracks with heavier rail to accommodate electric locomotives, the installation of machinery for mechanical loading in place of hand loading, the purchase of new mine cars, the electrification of underground pumps, the introduction of air-driven percussion coal drills and electrically driven rotary drills. Eighty-nine percent of the coal is now mechanically loaded.

The Company has disposed of certain unprofitable properties not essential to its business and its publicly-held debt has been reduced materially. On January 1, 1938, the debt outstanding in the hands of the public amounted to \$30,959,000, and the annual fixed charges thereon were \$1,425,790. The publicly-held debt as of December 31, 1947, amounted to \$16,573,000, with the annual fixed charges thereon at \$828,650, a reduction in principal of \$14,386,000 or 46.5%, and a reduction in annual fixed charges of \$597,140, or 41.9%.

**Comparison of Debt and Charges 1938-1947**  
(In Millions of Dollars)





## THE DELAWARE AND HUDSON COMPANY

Chartered in 1823, under the laws of the State of New York

### BOARD OF MANAGERS - The Delaware and Hudson Company

### BOARD OF DIRECTORS - The Delaware and Hudson Railroad Corporation

|                          |                      |                           |                       |
|--------------------------|----------------------|---------------------------|-----------------------|
| PAUL BEDFORD.....        | Wilkes-Barre, Pa.    | WILLIAM L. GILLESPIE..... | Albany, N. Y.         |
| GLENN H. CALEY.....      | Albany, N. Y.        | E. ROLAND HARRIMAN.....   | New York, N. Y.       |
| I. HASBROUCK CHAHON..... | Ausable Forks, N. Y. | FREDERICK W. LEAMY.....   | New York, N. Y.       |
| ALBERT E. CLUETT.....    | Troy, N. Y.          | BEAUDRY LEMAN.....        | Montreal, Canada      |
| PAUL A. DRAPER.....      | Boston, Mass.        | JOHN WYCKOFF METTLER..... | East Millstone, N. J. |
| THOMAS L. ENNIS.....     | New York, N. Y.      | JOSEPH H. NUELLE.....     | New York, N. Y.       |
| THOMAS A. WILSON.....    | Binghamton, N. Y.    |                           |                       |

### OFFICERS

#### The Delaware and Hudson Company

|                                                            |                   |                 |
|------------------------------------------------------------|-------------------|-----------------|
| <i>President and Chairman of Executive Committee</i> ..... | J. H. NUELLE..... | New York, N. Y. |
| <i>Vice President</i> .....                                | G. H. CALEY.....  | Albany, N. Y.   |
| <i>Vice President and Treasurer</i> .....                  | F. W. LEAMY.....  | New York, N. Y. |
| <i>Vice President and General Counsel</i> .....            | T. L. ENNIS.....  | New York, N. Y. |
| <i>Vice President and Comptroller</i> .....                | W. W. COX.....    | New York, N. Y. |
| <i>Assistant to President</i> .....                        | H. M. IRWIN.....  | New York, N. Y. |
| <i>Secretary</i> .....                                     | J. W. COON.....   | New York, N. Y. |

#### The Delaware and Hudson Railroad Corporation

|                                                            |                      |                 |
|------------------------------------------------------------|----------------------|-----------------|
| <i>President and Chairman of Executive Committee</i> ..... | J. H. NUELLE.....    | New York, N. Y. |
| <i>Vice President and General Manager</i> .....            | G. H. CALEY.....     | Albany, N. Y.   |
| <i>Vice President and Treasurer</i> .....                  | F. W. LEAMY.....     | New York, N. Y. |
| <i>Vice President and General Counsel</i> .....            | T. L. ENNIS.....     | New York, N. Y. |
| <i>Vice President and Comptroller</i> .....                | W. W. COX.....       | New York, N. Y. |
| <i>Vice President—Traffic</i> .....                        | M. V. BECKSTEDT..... | Albany, N. Y.   |
| <i>Assistant to President</i> .....                        | H. M. IRWIN.....     | New York, N. Y. |
| <i>Secretary</i> .....                                     | J. W. COON.....      | New York, N. Y. |
| <i>Counsel</i> .....                                       | JOSEPH ROSCH.....    | Albany, N. Y.   |

### GENERAL OFFICE

230 Park Avenue, New York 17, N. Y.

Stock is transferable at the office of the Company, 230 Park Avenue, New York 17, N. Y.

Dividends are payable at the office of the Company.

The Annual Meeting of Stockholders is held at the office of the Company on the second Tuesday in May.



# THE DELAWARE AND HUDSON RAILROAD CORPORATION

## Commodities Carried—Years 1947 and 1946

Table No. 13

|                                                    | 1947           |             | 1946           |             | INCREASE OR<br>DECREASE |             |
|----------------------------------------------------|----------------|-------------|----------------|-------------|-------------------------|-------------|
|                                                    | NO. OF<br>CARS | NET<br>TONS | NO. OF<br>CARS | NET<br>TONS | NO. OF<br>CARS          | NET<br>TONS |
| <b>Products of Agriculture</b>                     |                |             |                |             |                         |             |
| Wheat.....                                         | 3,975          | 203,636     | 2,015          | 101,345     | 1,960                   | 102,291     |
| Barley and rye.....                                | 1,756          | 87,535      | 277            | 10,761      | 1,479                   | 76,774      |
| Flour, wheat.....                                  | 4,426          | 162,130     | 5,511          | 192,891     | 1,085                   | 30,761      |
| Other grains and mill products.....                | 10,265         | 393,016     | 9,351          | 325,722     | 914                     | 67,294      |
| Cotton in bales.....                               | 3,080          | 78,275      | 3,253          | 79,909      | 173                     | 1,634       |
| Oranges and grapefruit.....                        | 2,267          | 53,180      | 3,018          | 70,751      | 751                     | 17,571      |
| Potatoes, other than sweet.....                    | 13,800         | 299,671     | 15,859         | 351,235     | 2,059                   | 51,564      |
| Other products of agriculture.....                 | 14,938         | 278,748     | 16,761         | 313,063     | 1,823                   | 34,315      |
| Total products of agriculture.....                 | 54,507         | 1,556,191   | 56,045         | 1,445,677   | 1,538                   | 110,514     |
| Per cent of total.....                             | 7.21           | 5.03        | 7.74           | 4.97        | .....                   | .....       |
| <b>Animals and Products</b>                        |                |             |                |             |                         |             |
| Meats, fresh.....                                  | 8,643          | 117,663     | 4,381          | 61,082      | 4,262                   | 56,581      |
| Wool and mohair.....                               | 3,223          | 47,769      | 4,499          | 69,243      | 1,276                   | 21,474      |
| Hides, skins and pelts.....                        | 2,498          | 67,747      | 2,399          | 64,363      | 99                      | 3,384       |
| Other animals and products.....                    | 8,504          | 159,268     | 9,125          | 158,896     | 621                     | 372         |
| Total animals and products.....                    | 22,868         | 392,447     | 20,404         | 353,584     | 2,464                   | 38,863      |
| Per cent of total.....                             | 3.02           | 1.27        | 2.81           | 1.21        | .....                   | .....       |
| <b>Products of Mines</b>                           |                |             |                |             |                         |             |
| Anthracite coal.....                               | 169,435        | 9,576,213   | 180,051        | 9,972,864   | 10,616                  | 396,651     |
| Bituminous coal.....                               | 106,431        | 6,138,201   | 100,648        | 5,817,540   | 5,783                   | 320,661     |
| Iron ore.....                                      | 30,545         | 1,900,280   | 11,533         | 703,893     | 19,012                  | 1,196,387   |
| Salt.....                                          | 4,962          | 204,526     | 4,921          | 203,579     | 41                      | 947         |
| Other products of mines.....                       | 38,708         | 1,826,056   | 30,911         | 1,476,410   | 7,797                   | 349,646     |
| Total products of mines.....                       | 350,081        | 19,645,276  | 328,064        | 18,174,286  | 22,017                  | 1,470,990   |
| Per cent of total.....                             | 46.31          | 63.53       | 45.29          | 62.44       | .....                   | .....       |
| <b>Products of Forests</b>                         |                |             |                |             |                         |             |
| Pulpwood.....                                      | 8,227          | 258,923     | 7,730          | 232,578     | 497                     | 26,345      |
| Lumber, shingles and lath.....                     | 12,655         | 385,951     | 12,619         | 400,086     | 36                      | 14,135      |
| Other products of forests.....                     | 8,436          | 199,283     | 7,266          | 171,402     | 1,170                   | 27,881      |
| Total products of forests.....                     | 29,318         | 844,157     | 27,615         | 804,066     | 1,703                   | 40,091      |
| Per cent of total.....                             | 3.88           | 2.73        | 3.81           | 2.76        | .....                   | .....       |
| <b>Manufactures and Miscellaneous</b>              |                |             |                |             |                         |             |
| Gasoline, petroleum oils and products.....         | 5,216          | 154,623     | 6,428          | 183,710     | 1,212                   | 29,087      |
| Fuel, road and petroleum residual oils.....        | 2,031          | 65,520      | 2,376          | 76,572      | 345                     | 11,052      |
| Lubricating oils and greases.....                  | 2,092          | 50,940      | 1,830          | 42,324      | 262                     | 8,616       |
| Fertilizers and sodium products.....               | 6,564          | 239,688     | 3,283          | 114,326     | 3,281                   | 125,362     |
| Iron, pig.....                                     | 1,740          | 94,521      | 1,563          | 83,279      | 177                     | 11,242      |
| Iron and steel, rough and manufactured.....        | 26,854         | 848,700     | 21,134         | 655,267     | 5,720                   | 193,433     |
| Machinery and boilers.....                         | 7,781          | 149,724     | 6,438          | 122,142     | 1,343                   | 27,582      |
| Automobiles, other vehicles and parts.....         | 11,985         | 153,748     | 6,411          | 72,015      | 5,574                   | 81,733      |
| Cement.....                                        | 11,927         | 548,981     | 11,060         | 443,552     | 867                     | 105,429     |
| Newsprint paper.....                               | 24,487         | 696,234     | 21,902         | 631,458     | 2,585                   | 64,776      |
| Printing paper, wrapping paper and bags.....       | 21,407         | 576,745     | 17,459         | 469,523     | 3,948                   | 107,222     |
| Paperboard, pulpboard and wallboard.....           | 8,958          | 230,438     | 6,427          | 177,503     | 2,531                   | 52,935      |
| Building paper and prepared roofing materials..... | 4,534          | 124,385     | 3,110          | 84,920      | 1,424                   | 39,465      |
| Beverages.....                                     | 4,181          | 116,999     | 4,527          | 123,788     | 346                     | 6,789       |
| Food products, canned or packaged, not frozen..... | 8,470          | 235,463     | 9,049          | 286,071     | 579                     | 50,608      |
| Scrap iron and steel.....                          | 8,799          | 327,582     | 5,652          | 218,551     | 3,147                   | 109,031     |
| Other manufactures and miscellaneous.....          | 136,864        | 3,264,261   | 160,360        | 3,939,849   | 23,496                  | 675,588     |
| Total manufactures and miscellaneous.....          | 293,890        | 7,878,552   | 289,009        | 7,724,850   | 4,881                   | 153,702     |
| Per cent of total.....                             | 38.87          | 25.48       | 39.90          | 26.54       | .....                   | .....       |
| Forwarder traffic.....                             | 5,336          | 85,438      | 3,254          | 51,497      | 2,082                   | 33,941      |
| Per cent of total.....                             | .71            | .28         | .45            | .18         | .....                   | .....       |
| Less-carload-lot traffic.....                      | .....          | 518,998     | .....          | 552,078     | .....                   | 33,080      |
| Per cent of total.....                             | .....          | 1.68        | .....          | 1.90        | .....                   | .....       |
| Total revenue traffic.....                         | 756,000        | 30,921,059  | 724,391        | 29,106,038  | 31,609                  | 1,815,021   |

# THE DELAWARE AND HUDSON RAILROAD CORPORATION

## Traffic Statistics—Years 1947 and 1946

Table No. 14

| ITEMS                                                                | 1947           | 1946           | INCREASE<br>OR<br>DECREASE |
|----------------------------------------------------------------------|----------------|----------------|----------------------------|
| <b>Freight</b>                                                       |                |                |                            |
| Average mileage operated.....                                        | 794.08         | 837.50         | 43.42                      |
| Tons carried (revenue).....                                          | 30,921,059     | 29,106,038     | 1,815,021                  |
| Tons carried (nonrevenue).....                                       | 1,478,770      | 1,263,967      | 214,803                    |
| Total tons carried.....                                              | 32,399,829     | 30,370,005     | 2,029,824                  |
| Tons one mile (revenue).....                                         | 5,649,396,843  | 5,145,181,949  | 504,214,894                |
| Tons one mile (nonrevenue).....                                      | 202,883,942    | 188,187,294    | 14,696,648                 |
| Total tons one mile.....                                             | 5,852,280,785  | 5,333,369,243  | 518,911,542                |
| Tons carried per mile of road (revenue).....                         | 38,939         | 34,753         | 4,186                      |
| Tons carried per mile of road (revenue and nonrevenue).....          | 40,802         | 36,263         | 4,539                      |
| Tons one mile per mile of road (revenue).....                        | 7,114,393      | 6,143,501      | 970,892                    |
| Tons one mile per mile of road (revenue and nonrevenue).....         | 7,369,888      | 6,368,202      | 1,001,686                  |
| Average miles each ton carried (revenue).....                        | 182.70         | 176.77         | 5.93                       |
| Average miles each ton carried (revenue and nonrevenue).....         | 180.63         | 175.61         | 5.02                       |
| Gross ton miles, including locomotive and tender.....                | 12,309,084,000 | 11,684,610,000 | 624,474,000                |
| Gross ton miles, excluding locomotive and tender.....                | 10,680,798,040 | 10,120,640,848 | 560,157,192                |
| Train hours.....                                                     | 195,195        | 194,545        | 650                        |
| Average train speed.....                                             | 17.8           | 17.1           | .7                         |
| Gross ton miles per train hour, excluding locomotive and tender..... | 54,719         | 52,022         | 2,697                      |
| Locomotives per train.....                                           | 1.21           | 1.21           | .....                      |
| Car miles per car day.....                                           | 61.7           | 61.3           | .4                         |
| Total freight revenue.....                                           | \$ 49,076,029  | \$ 41,124,141  | \$ 7,951,888               |
| Per cent of total revenue.....                                       | 92.44          | 92.61          | .17                        |
| Average revenue received per ton of revenue freight.....             | \$ 1.59        | \$ 1.41        | \$ .18                     |
| Average rate per ton mile (revenue).....                             | \$ .00869      | \$ .00799      | \$ .00070                  |
| Freight revenue per mile of road operated.....                       | \$ 61,802      | \$ 49,103      | \$ 12,699                  |
| Freight revenue per revenue freight-train mile*.....                 | \$ 14.23       | \$ 12.40       | \$ 1.83                    |
| Revenue freight-train mileage per mile of road*.....                 | 4,344          | 3,960          | 384                        |
| Loaded cars in each train*.....                                      | 44.14          | 43.46          | .68                        |
| Empty cars in each train*.....                                       | 18.15          | 20.70          | 2.55                       |
| Tons in each train (revenue)*.....                                   | 1,638          | 1,551          | 87                         |
| Tons in each train (revenue and nonrevenue)*.....                    | 1,697          | 1,608          | 89                         |
| Tons to each loaded car (revenue).....                               | 37.10          | 35.70          | 1.40                       |
| Tons to each loaded car (revenue and nonrevenue).....                | 38.43          | 37.00          | 1.43                       |
| <b>Passenger</b>                                                     |                |                |                            |
| Average mileage operated.....                                        | 459.72         | 502.72         | 43.00                      |
| Passengers carried (revenue).....                                    | 1,331,074      | 1,416,621      | 85,547                     |
| Passengers one mile.....                                             | 96,778,404     | 96,698,050     | 80,354                     |
| Passengers carried per mile of road.....                             | 2,895          | 2,818          | 77                         |
| Passengers one mile per mile of road.....                            | 210,516        | 192,350        | 18,166                     |
| Average journey.....                                                 | 72.71          | 68.26          | 4.45                       |
| Total passenger revenue.....                                         | \$ 2,345,651   | \$ 2,111,766   | \$ 233,885                 |
| Per cent of total revenue.....                                       | 4.42           | 4.76           | .34                        |
| Average revenue received per passenger.....                          | \$ 1.76        | \$ 1.49        | \$ .27                     |
| Average rate per passenger mile.....                                 | \$ .02424      | \$ .02184      | \$ .00240                  |
| Passenger revenue per mile of road operated.....                     | \$ 5,102       | \$ 4,201       | \$ 901                     |
| Passenger revenue per passenger-carrying train mile.....             | \$ 2.27        | \$ 2.09        | \$ .18                     |
| Passenger-train mileage per mile of road.....                        | 2,687          | 2,415          | 272                        |
| Average passengers per passenger-carrying train mile.....            | 93.77          | 95.83          | 2.06                       |
| Passenger-train revenue.....                                         | \$ 3,150,400   | \$ 2,640,007   | \$ 510,393                 |
| Passenger-train revenue per mile of road.....                        | \$ 6,853       | \$ 5,251       | \$ 1,602                   |
| Passenger-train revenue per train mile.....                          | \$ 2.55        | \$ 2.17        | \$ .38                     |

\*Excludes light trains consisting of locomotive and caboose.



# THE DELAWARE AND HUDSON RAILROAD CORPORATION

## Locomotive, Train and Car Mileage—Years 1947 and 1946

Table No. 15

| ITEMS                                                                                                           | 1947        | 1946        | INCREASE<br>OR<br>DECREASE |
|-----------------------------------------------------------------------------------------------------------------|-------------|-------------|----------------------------|
| <b>Locomotive Miles</b>                                                                                         |             |             |                            |
| Freight:                                                                                                        |             |             |                            |
| Principal .....                                                                                                 | 3,466,462   | 3,335,253   | 131,209                    |
| Helper .....                                                                                                    | 711,494     | 702,440     | 9,054                      |
| Light .....                                                                                                     | 414,447     | 412,695     | 1,752                      |
| Train switching .....                                                                                           | 250,862     | 246,630     | 4,232                      |
| Yard switching .....                                                                                            | 1,859,512   | 1,749,347   | 110,165                    |
| Total freight .....                                                                                             | 6,702,777   | 6,446,365   | 256,412                    |
| Passenger:                                                                                                      |             |             |                            |
| Principal .....                                                                                                 | 1,235,264   | 1,214,216   | 21,048                     |
| Helper .....                                                                                                    | 5,584       | 5,438       | 146                        |
| Light .....                                                                                                     | 17,620      | 17,314      | 306                        |
| Train switching .....                                                                                           | 14,604      | 14,794      | 190                        |
| Yard switching .....                                                                                            | 36,253      | 38,255      | 2,002                      |
| Total passenger .....                                                                                           | 1,309,325   | 1,290,017   | 19,308                     |
| Total revenue .....                                                                                             | 8,012,102   | 7,736,382   | 275,720                    |
| Work .....                                                                                                      | 283,301     | 254,125     | 29,176                     |
| Grand total locomotive miles .....                                                                              | 8,295,403   | 7,990,507   | 304,896                    |
| <b>Train Miles</b>                                                                                              |             |             |                            |
| Freight:                                                                                                        |             |             |                            |
| Ordinary .....                                                                                                  | 3,449,440   | 3,316,585   | 132,855                    |
| Light .....                                                                                                     | 17,022      | 18,668      | 1,646                      |
| Total freight .....                                                                                             | 3,466,462   | 3,335,253   | 131,209                    |
| Passenger:                                                                                                      |             |             |                            |
| Passenger-carrying .....                                                                                        | 1,032,103   | 1,009,051   | 23,052                     |
| Milk .....                                                                                                      | 203,161     | 205,165     | 2,004                      |
| Total passenger .....                                                                                           | 1,235,264   | 1,214,216   | 21,048                     |
| Total revenue .....                                                                                             | 4,701,726   | 4,549,469   | 152,257                    |
| Work .....                                                                                                      | 283,301     | 254,125     | 29,176                     |
| Grand total train miles .....                                                                                   | 4,985,027   | 4,803,594   | 181,433                    |
| <b>Car Miles</b>                                                                                                |             |             |                            |
| Home and foreign freight-train car mileage on D. & H. lines:                                                    |             |             |                            |
| Northbound:                                                                                                     |             |             |                            |
| Loaded .....                                                                                                    | 100,915,372 | 98,124,357  | 2,791,015                  |
| Empty .....                                                                                                     | 9,393,615   | 11,807,158  | 2,413,543                  |
| Total .....                                                                                                     | 110,308,987 | 109,931,515 | 377,472                    |
| Southbound:                                                                                                     |             |             |                            |
| Loaded .....                                                                                                    | 51,353,494  | 46,009,128  | 5,344,366                  |
| Empty .....                                                                                                     | 53,210,178  | 56,833,881  | 3,623,703                  |
| Total .....                                                                                                     | 104,563,672 | 102,843,009 | 1,720,663                  |
| Northbound and Southbound:                                                                                      |             |             |                            |
| Loaded .....                                                                                                    | 152,268,866 | 144,133,485 | 8,135,381                  |
| Empty .....                                                                                                     | 62,603,793  | 68,641,039  | 6,037,246                  |
| Total .....                                                                                                     | 214,872,659 | 212,774,524 | 2,098,135                  |
| Per cent loaded of total .....                                                                                  | 70.86       | 67.74       | 3.12                       |
| Caboose .....                                                                                                   | 3,442,466   | 3,287,201   | 155,265                    |
| Total freight-train car mileage (including caboose) .....                                                       | 218,315,125 | 216,061,725 | 2,253,400                  |
| Home and foreign passenger-train car mileage on D. & H. lines:                                                  |             |             |                            |
| Passenger .....                                                                                                 | 3,337,831   | 3,286,546   | 51,285                     |
| Steeping and parlor .....                                                                                       | 1,481,945   | 1,238,446   | 243,499                    |
| Dining, parlor-cafe, and club .....                                                                             | 225,535     | 161,977     | 63,558                     |
| Baggage, mail, and express .....                                                                                | 2,213,377   | 2,264,572   | 51,195                     |
| Milk .....                                                                                                      | 1,010,748   | 1,020,062   | 9,314                      |
| Official and inspection .....                                                                                   | 5,004       | 4,764       | 240                        |
| Total passenger-train car mileage .....                                                                         | 8,274,440   | 7,976,367   | 298,073                    |
| Total home and foreign freight-train and passenger-train car mileage on D. & H. lines (including caboose) ..... | 226,589,565 | 224,038,092 | 2,551,473                  |
| Revenue car mileage in work trains .....                                                                        | 357,562     | 287,578     | 69,984                     |

## 1952-1953: Valley Road

The last D&H train from Scranton to Carbondale on the Valley Road: January 4, 1952:

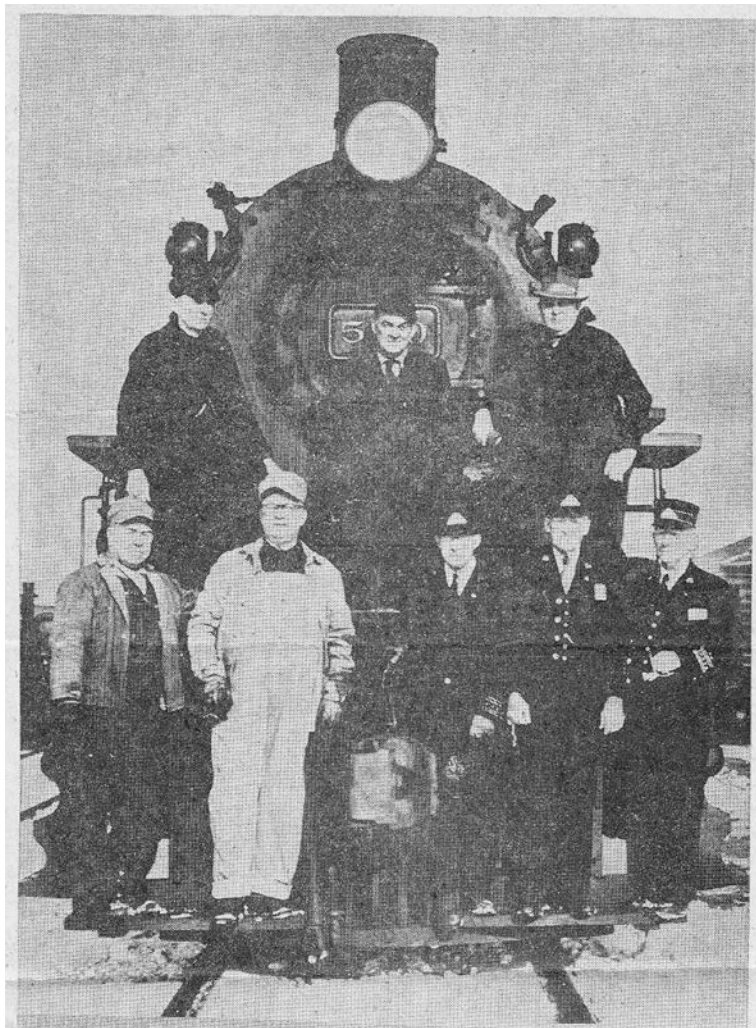


This is a photo taken on January 4, 1952 at Scranton at the D&H Terminal there before the 5:20 P.M. departure of No. 500 for Carbondale. The train arrived at Carbondale at 6:11 P.M., eleven minutes late. In the caption on this photograph on a newspaper clipping in the collection of the Carbondale D&H Transportation Museum we read: "The crew on the final run, along with two retired railroaders on the line, gathers at the engine...Lewis Davis, the engineer, is in the cab. Joseph Kareba, car inspector; Ver Christian, trainman; Frank Gallagher, retired baggageman; Ed Monahan, Railway Express; Sgt. G. P. Berry, railroad police; E. E. Dippre, train crewman; Peter H. Bertel, retired, and J. Louis Colvin, conductor. William Lever, brakeman, is on the lower step of the engine. Joseph Kohut, baggagemen, is next and Harry Kennedy, fireman, stands at the top."

The last D&H train from Carbondale to Scranton on the Valley Road: January 5, 1952:

**“HISTORIC RUN—**

Last passenger train operated on the Delaware and Hudson Railroad between Carbondale and Scranton made the run on Friday, Jan. 5, 1952. The engineer, Lewis Davis, second from left on footboard, had piloted the last passenger train operating between Carbondale and Wilkes-Barre and the last passenger train operating between Carbondale and Ninevah [sic] on the north. On footboards, left to right: Harry Kennedy, fireman; Mr. Davis; William Lever, trainman; Vere Christian, ticket collector, and J. Louis Colvin, conductor. Top row: John Kohut, trainman; Joseph McGarry, car inspector, and Joseph Crane, baggageman.



**HISTORIC RUN —** Last passenger train operated on the Delaware and Hudson Railroad between Carbondale and Scranton made the run on Friday, Jan. 5, 1952. The engineer, Lewis Davis, second from left on footboard, had piloted the last passenger train operating between Carbondale and Wilkes-Barre and the last passenger train operating between Carbondale and Ninevah on the north. On footboards, left to right: Harry Kennedy, fireman; Mr. Davis; William Lever, trainman; Vere Christian, ticket collector, and J. Louis Colvin, conductor. Top row: John Kohut, trainman; Joseph McGarry, car inspector, and Joseph Crane, baggageman.

In the article titled “117 years of D&H Steam Power” by Bert Penny-packer that was published originally in *Railroad Magazine*, June 1963, and reprinted in the August 2017 of the *Bridge Line Historical Society Bulletin* on pages 6-15, we read: “The D&H steam era lingered a few years more. In 1920 the road boasted 490 steamers, 75 percent of them 2-8-0’s. By 1951 it had only 233 steamers and already 100 diesels. The [steam] era ended Jan. 5, 1952 for eight commuter trains on the 16-mile route between Scranton and Carbondale. These trains consisted of wooden-bodied, open-platformed coaches equipped with roller bearings and pulled mostly by 4-4-0’s. Un-sentimental enginemen disliked the Eight-wheelers because they were too light and often slipped. / Regular Delaware & Hudson steam service ended July 17, 1953, when No.302 pulled the *Montreal Limited* from Montreal to Albany.”

The photo and caption given above (“Historic Run”) accompanied the article titled “D&H Picture Altered Radically In Less Than Decade and A Half” that was published on page 7 of the August 17, 1961 issue of the *Carbondale News*. The clipping was given to S. R. Powell by the late Charlotte Wagner, whose father was, I believe, Lewis Davis (shown in this photo). From that article, we learn that there was an article on the D&H in the April 1947 issue of *Railroad Magazine*.



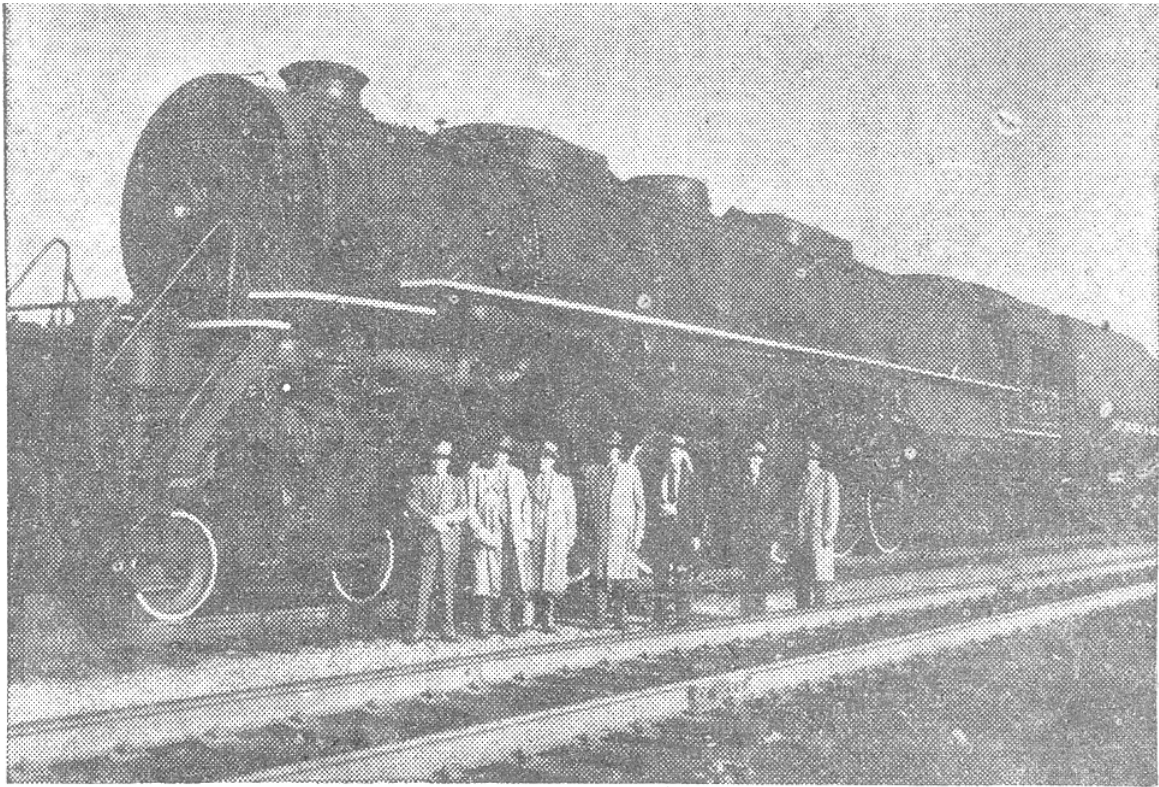


Engine 152, August 6, 1952 (engine no longer in service; waiting to be scrapped; served as a good backdrop for this group photo of D&H railroad men):

Standing: Moran, Dockerty, Mitchell, Durham, Foxe, Brownell, Gill, Hunt, Bennett, Gerrity, Rosler, Zelinski, Lewis. Kneeling: Healey, Brennan, Kohut, Boylan, Nelson. Engineer, Farrell; Fireman, McDonald. Photo in the collection of Frank and Kitty Kelly.

John V. Buberniak, August 28, 2010: "More than likely, this is a retirement picture for one of the guys in the photo. The bats that some of them are holding are brake clubs that were used by conductors to tighten the brake wheels on railcars."

End of D&H steam locomotives: October 26, 1953:



PENNSYLVANIA DIVISION OFFICIALS of the Delaware and Hudson lined up this morning for a farewell picture with the departing 1524, one of the line's two last steam engines en route to the steel mill as scrap. From left to right: Ezra Swartz, M. J. McDonough, K. F. Spiegel, Thomas M. Murphy, Stanley Farrell, Jack Gilmartin and John Mannion. (NEWS photo, M. Schella).

The photograph by M. Schella that is reproduced above was published in the *Carbondale News* of October 26, 1953. Here is the article that was published with that photograph: "**Last of Steam Engines on D&H Sold for Scrap / 1524 and 312 Hauled Away This Morning on First Lap to Torch** / The last of the Delaware and Hudson Railroad Corporation's steam engines were pulled out of Carbondale Yard this morning about 10. They were scheduled for transfer to the Lehigh Valley and shipment to the Bethlehem Steel Co. to be cut up as scrap metal. / Sandwiched in among freight and coal cars the 1524 and the 312 were hauled out 'dead,' their boilers cold and their driving rods removed. Their departure marked 'the end of steam' on the railroad which first introduced it to the United States [in 1829]. / . . . Coming through the years from 1829, the D&H in 1945 had 357 steam locomotives and two diesel engines. It was between 1940 and 1946 that

the company purchased the huge 'J' class or 1500's for high speed freight service and the big 'K' class 300's for passenger service. / Today, Oct. 26 of 1953, the last of the 'J's' and the last of the 'K's' were taken away. They will be cut up and fed into the furnaces of Bethlehem Steel as scrap. / Instead of the 357 steam and two diesel engines of 1945 the D&H today has 179 diesel locomotives, 51 of them 1000 horsepower switchers and 128 1500 horsepower road switchers. / When the D&H received the first of its original order of 20 1500's in 1940 it put out a folder announcing that it was 'setting the pace with faster, more efficient freight service.' / This was no idle promise, for the 'J' pulled bigger trains faster than any power the road previously had owned. Railroad men regard the class as among the greatest steam engines ever built. / The length overall of the monster was 116 feet 8 1/2 inches and when carrying a full load of coal and water the engine and tender weighed 986,100 lbs. or 493 tons. The tender had a water capacity of 22,500 gallons and a coal capacity of 26 tons. The locomotive burned a full carload of coal on a round trip between Carbondale and Oneonta. / Great service was rendered to the road by the new locomotives in the World War II period. It is reported that a single 1500 once started a train of 10,000 tons of bauxite ore at Sidney, unaided. / Speed records are not available but there are rumors that one or more curious engineers determined that the big fellows could do 70 mph with a full train."

July 21, 1953: dieselization of the D&H accomplished—all Alco's built at Schenectady. In 1955 there were 179 diesels on the line; in 1972, there were 110; in 1976 the D&H abandoned Alco motive power, when it purchased 6 GE units.

2031

## **1976: D&H**

Significant changes resulting from the enactment of the Regional Rail Reorganization Act of 1973 and its impact on the Delaware and Hudson Railway Company and on railway competition in the northeast:

As presented in:

*Extension of D&H Operations Pursuant to Implementation of United States Railway Association's Final System Plan, April 1, 1976, Volume I.*

**DELAWARE AND HUDSON  
RAILWAY COMPANY**



EXTENSION OF D&H OPERATIONS PURSUANT TO  
IMPLEMENTATION OF UNITED STATES RAILWAY  
ASSOCIATION'S FINAL SYSTEM PLAN.

APRIL 1, 1976

VOLUME 1

## INDEX

|                                       | <u>Page</u> |
|---------------------------------------|-------------|
| Company Officers                      | 2           |
| Extension Operations Officials        | 3           |
| D&H Sales Offices                     | 4           |
| Narrative-D&H Operations & Extensions | 5-13        |
| Routing Exhibits                      | 13-15       |
| Specific Description D&H Designations | 16-18       |
| Routing Agreement                     | 19-22       |
| Pre Conveyance Map                    | 23          |
| Post Conveyance Map-Fold out          |             |



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A. F. BEYER, District Sales Manager.

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Room A-624, 175 West Jackson Boulevard  
Phone 312 Wabash 2-5574  
A. E. OLSON, Regional Sales Manager-Western Region.  
D. G. BENDER, District Sales Manager.

Cleveland, Ohio 44113  
825 Engineers Building, 1365 Ontario St.  
Phone 216 621-7140  
W. G. TIERNEY, Regional Sales Manager-Midwest Region.

Houston, Texas 77052  
P.O. Box 52364  
Phone 713 367-1556  
R. J. LANDRY, District Sales Manager

Montreal, P.Q.  
1117 St. Catherine Street, West  
Phone 514 849-7424  
T. F. WINNETT, Canadian Sales Manager  
E. J. IRWIN, District Sales Manager

New York, N.Y.  
Hudson Place, Hoboken, NJ 07030  
Phone 212 349-5395 (96) (New York)  
Phone 201 653-6645 (New Jersey)  
J. F. FEYTON, Freight Traffic Manager.

Philadelphia, Pa.  
Suite 215, 275 Commerce Drive  
Fort Washington, Pa. 19034  
Phone 215 628-3288  
P. V. QUINN, Freight Traffic Mgr.

Pittsburgh, Pa. 15219  
2837 Koppers Bldg. Phone 412 471-5516  
C. A. BIERNAT, Regional Sales Manager - Allegheny Region

Portland, Me. 04102  
67 Woodmont Street, Phone 207 773-1072  
J.R. MAYERNIK, Regional Sales Manager-Northern New England Region.

St. Louis, Mo. 63101  
2005 Railway Exchange Building, Phone 314 Chestnut 1-9178  
P. J. O'TOOLE, Regional Sales Manager-South Central Region.

San Francisco, Cal. 94105  
755 Monadnock Building 681 Market St.  
Phone 415 495-4379  
J. M. GRANT, Regional Sales Manager-Pacific Region.

Scranton, Pa. 18509  
1500 Von Storch Avenue, Phone 717 342-8751  
G.R.BROWN, District Sales Manager.

This brochure will acquaint you with significant changes resulting with enactment of the Regional Rail Reorganization Act of 1973 (Rail Act); its impact on the Delaware and Hudson Railway Company and on rail competition in the Northeast.

In its present configuration D&H (see straight line map page 23) operates 747 miles of main line in Pennsylvania, New York, and Vermont, making connection with a number of railroads which are depicted on the map. D&H also owns and operates two Class II connections, The Greenwich & Johnsonville Railway and the Napierville Junction Railway. The latter extending from the International Boundary at Rouses Point, N.Y. to Delson, Quebec, connecting with the Canadian Pacific.

Chartered in 1823 as a canal company connecting the Delaware and the Hudson Rivers, D&H evolved to its present form by construction and acquisition of numerous railroad properties. In its early railroad years D&H's principal source of revenue was derived through the mining and transportation of coal. With the decline in use of coal D&H developed its present principal function as a bridge, or overhead carrier primarily between New England and Eastern Canada on the one hand and the South and West on the other. It was readily apparent that, with the loss of friendly cooperating connecting lines, D&H's solvency and effective rail competition were in jeopardy.

With the exception of Canadian National, Canadian Pacific, and Boston and Maine, all of D&H's present Class I connections were designated to be reorganized under The Rail Act. Among other goals the Rail Act declared as its purpose (Section 206):



timetable D&H fulfilled lawful requirements and made official acceptance on March 5, 1976 after intensive negotiations with USRA and the railroad brotherhoods. A full description of the accepted designations are shown on pages 16, 17, and 18. D&H in addition to the Allentown and Harrisburg extensions, will make the following additional extensions (accepted 3/5/76):

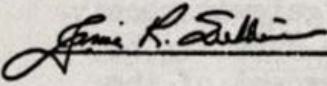
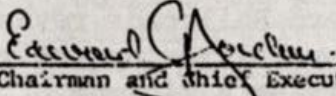
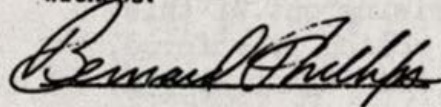
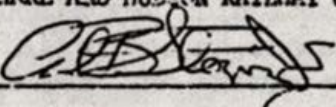
1. Between Binghamton and Buffalo, N.Y. on trackage rights over the present line of the Erie Lackawanna Railroad.
2. Between Allentown and Philadelphia, Pa. on trackage rights over the present line of the Reading Railroad.
3. Between Allentown and Bethlehem, Pa. on trackage rights over the present line of the Lehigh Valley Railroad.
4. Between Allentown, Pa. and Oak Island, N.J. on trackage rights over the present line of the Lehigh Valley Railroad.
5. Between Harrisburg, Pa. and Washington, D.C. (Potomac Yard) on trackage rights over the present line of the Penn Central Railroad.
6. Purchase by D&H of the Jefferson Junction connection. This 1.8 mile line, formerly owned by EL, connects D&H's North-South line and EL's East-West main line and was necessary to implement through service between D&H's Pennsylvania lines and our trackage rights operations over the line of EL through Binghamton, N.Y. to Buffalo.

7. Between Attica and Groveland, N.Y. to make connection with two Class II carriers: Genesee & Wyoming and Danville and Mount Morris Railroads.
8. Such locomotives and equipment as USRA deems appropriate to enable D&H to function competitively over the additional extensions.

-9-

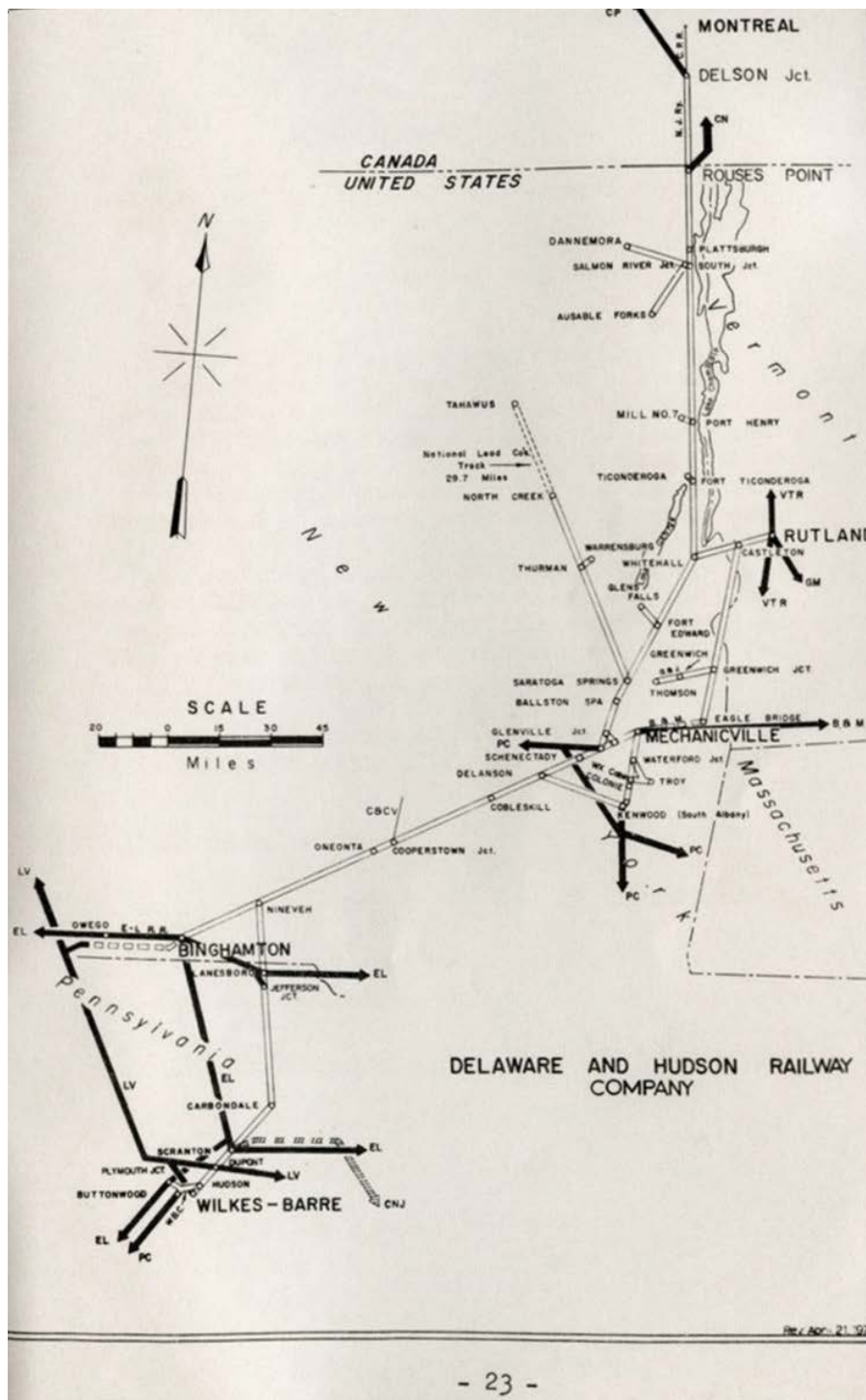
Agreement signed and dated, December 9, 1975:

In Witness Whereof, the parties hereto have caused the execution of this agreement on the date indicated below.

|                                                                                     |                                                                                                                                |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| Witness:                                                                            | CONSOLIDATED RAIL CORPORATION                                                                                                  |
|   | By <br>Chairman and Chief Executive Officer |
|                                                                                     | Date Executed: <u>12-9-1975</u>                                                                                                |
| Witness:                                                                            | DELAWARE AND HUDSON RAILWAY COMPANY                                                                                            |
|  | By                                         |
|                                                                                     | Date Executed: <u>12-19-1975</u>                                                                                               |

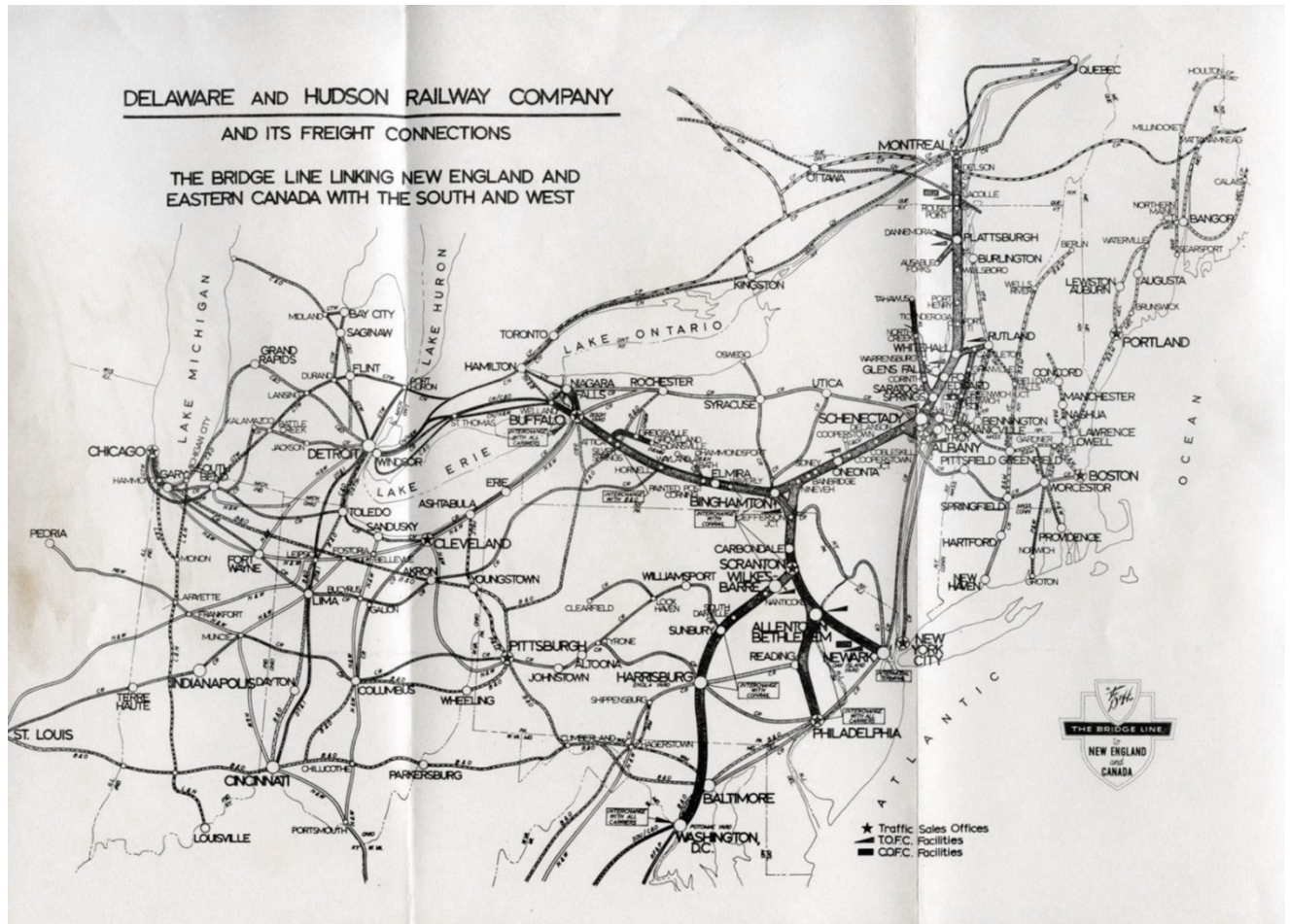
- 22 -

Pre Conveyance Map:  
D&H before extensions (before March 5, 1976):





Post-Conveyance Map:  
D&H with extensions (after March 5, 1976):



OVER 150 YEARS OF CONTINUOUS QUALITY  
TRANSPORTATION SERVICE



*The Delaware & Hudson Building*  
*40 Beaver Street*  
*Albany, N. Y. 12207*



2032

## 1977: D&H



“76 Delaware & Hudson Rwy #1976 Alco RS3m (BICENTENNIAL) and other units heading south through Carbondale on September 3, 1977”; original Kodak color slide sold on E-Bay on June 14, 2016.

2033

## 2004: Honesdale Branch

When the Casey Highway was put in, the U. S. Department of Justice, Federal Bureau of Prisons produced a book on the Honesdale Branch of the Delaware and Hudson Company (Stuart Dixon. *The Honesdale Branch of the Delaware & Hudson Railroad Rails Through Canaan*, U. S. Department of Justice, Federal Bureau of Prisons, 2004). This book was produced to mitigate the damage rendered to the area through which the D&H Gravity Railroad and the Honesdale Branch of the D&H passed in the areas affected by the construction of the Casey Highway. Stuart Dixon, the author of the book was a likeable guy, all of the others people associated with the Federal prison project were arrogant, condescending, and very unlikeable.

**2015: D&H**

Sale of D&H to Norfolk Southern:

In the *Bridge Line Historical Society Bulletin*, November 2015, p. 6, in the column "D&H, CP, NS, S&NC and Other News" by Jim Bachorz, we read:

"Norfolk Southern and Canadian Pacific will halt all traffic on the Delaware & Hudson line south of Schenectady, N.Y., at 5 p.m., on Sep. [sic] 18 to allow for an orderly transfer of the route to NS. Traffic will begin moving again at 12:01 a.m. on the 19<sup>th</sup>. A notice advised customers to expect a 24-hour delay on intermodal traffic moving to and from the Albany, N. Y., area and New England. Traffic between the port of New York and New Jersey and the Montreal area is expected to see a delay of 18 to 24 hours. Federal regulators in May approved Norfolk-Southern's \$217 million purchase of the 282.55-mile segment of the D&H between Sunbury, Pa., and Schenectady ["D&H South"]. Canadian Pacific retains the D&H north of Albany. / NS has said the acquisition of a portion of the D&H will provide shippers in Pennsylvania, New York and New England with improved services, including direct run-through merchandise service with Pan Am Southern, increased frequency for local service, expanded NS bulk-transfer and warehouse locations, and increased track infrastructure. The union representing Soo Line dispatchers, who currently control operations on the D&H, has urged the Surface Transportation Board to halt the line transfer until various labor protections were ensured for its members. NS plans to dispatch the line from its dispatching center in Harrisburg, Pa. *Trains magazine Rail News.*"

In the same column, we also read:

**"CP, NS complete D&H South sale** / Canadian Pacific Railway has completed the sale of a 282-mile segment of its Delaware & Hudson subsidiary to Norfolk Southern, known as the D&H South line, which connects Schenectady, N. Y.[MP484.85] with Sunbury, Pa. [MP752]. The \$214.5 million sale (subject to adjustments) of the D&H South line was first announced Nov. 14, 2014 and approved by the U. S. Transportation Board on May 15, 2015. The D&H South sale includes all branch lines and industrial spurs that connect to the Sunbury-Schenectady main line, plus some equipment, vehicles and parts. [The sale includes the 15.4 miles of the Voorheesville Running Track between Voorheesville Junction (MP A10.9) and Delanson. Norfolk Southern will retain trackage rights over approximately 17.45 miles of track between Schenectady (MP484.85) and in the vicinity of Mechanicville, NY (MP CPF467), including the right to use tracks within the D&H's Mohawk Yard.] NS formally began rail operations on the corridor on Saturday, Sept. 19. Approximately 45,000 CP carloads and shipping containers [are] moved across the line annually, including consumer goods, salt, grain and forest products. / The acquired lines connect with the NS network at Sunbury, Pa., and Binghamton, N.Y., providing NS single-line routes from Chicago and the southeastern U. S. to Albany, N. Y., and NS intermodal terminals at Scranton, Pa., and Mechanicville, N.Y. NS also gained an enhanced

connection to its joint-venture subsidiary Pan Am Southern, which serves New England markets. Additionally, NS has acquired the D&H car shop in Binghamton, along with other facilities. NS has hired about 150 former D&H employees who have experience working this corridor. NS MofW crews are scheduled to perform routine maintenance, and NS plans to add new ties, resurface 40 miles of track, and install 14 miles of new curve rail next year. / As part of the transaction, NS will retain and modify its overhead trackage rights on the line between Schenectady, Crescent and Mechanicville, N. Y., as well as Saratoga Springs, N. Y. / In the past, CP has run its Holiday Train over the D&H South, but due to the completion of this transaction, will no longer visit communities on this corridor. 'However, this year DP will make one final donation to the food shelves it has previously supported in the area', CP said. / NS, CP, *Railway Age* magazine web site"

Here is the story from *The Scranton Times* on the end of the D&H:

### *Northeast PA bids so long to historic D&H*

DAVID SINGLETON, STAFF WRITER

*Published: September 18, 2015*



JAKE DANNA STEVENS / STAFF PHOTOGRAPHER A Delaware & Hudson box car sits at Steamtown National Historic site on Thursday.





Taylor rail terminal on Thursday, Sept 17, 2015. Jake Danna Stevens / Staff Photographer

A glance at a map is all you need to get a sense of Delaware & Hudson Railway Co.'s significance to the development of Northeast Pennsylvania and the Lackawanna Valley in particular.

Honesdale is named for Philip Hone, the former New York mayor who served as the first president of Delaware & Hudson Canal Co., the railroad's predecessor.

Olyphant and Dickson City? Named for George Talbot Olyphant and Thomas Dickson, the company's fourth and fifth presidents, respectively. Archbald's namesake, James Archbald, was a D&H senior mechanical engineer.

Early Saturday, after 192 years, the railroad recognized as the nation's oldest transportation company, and one that drove the region's growth while helping to fuel the nation's industrialization, will bid farewell to Northeast Pennsylvania.

Norfolk Southern Corp. officially takes control of Delaware & Hudson's local assets at 12:01 a.m. as part of its \$217 million acquisition of 283 miles of D&H line between Sunbury and Schenectady, New York, from Canadian Pacific Railway.

For area rail enthusiasts and D&H retirees, it will be a bittersweet parting.

"It was formed here, so historically it is very important to the area," said Norman Barrett, a Dickson City resident who retired from D&H five years ago this week after 31 years with the railroad. "The sad part about it is there will be no more presence of D&H in Pennsylvania."

“You hate to see the company per se go,” added Jim Kilcullen of Dunmore, a retired yardmaster who wrapped up his nearly 40-year D&H career in 2008, “even though it was only a paper company in recent years.”

The newly acquired D&H line will connect to Norfolk Southern’s existing 22-state, 20,000-mile network at Sunbury and Binghamton, New York, and give the railroad direct access from the Southeast and the Midwest to upstate New York and New England.

Norfolk Southern already constitutes the majority of the traffic on the line under an agreement with Canadian Pacific, but ownership will allow its trains to operate without being subject to another railroad’s dispatching and priorities, spokesman David Pidgeon said.

Delaware & Hudson will continue to exist as a subsidiary of Canadian Pacific, but it will be a shadow of its former self. The railroad will retain approximately 198 miles of line between Albany and Rouses Point, New York, CP spokesman Jeremy Berry said in an email.

The railroad’s origin can be traced to 1823, when brothers Maurice and William Wurts established the Delaware & Hudson Canal Co. to transport anthracite coal from their Carbondale mining operation to the New York City market. When finished in 1828, the canal stretched 108 miles from Honesdale to the Hudson River at Rondout, New York.

The D&H made railroading history in 1829 when, during a short run in Honesdale, its English-built Stourbridge Lion became the first steam locomotive to operate on a commercial rail line in the United States, though the engine proved too heavy for the tracks of the day.

Around the same time, the company opened its 16-mile gravity rail system to haul coal from Carbondale to the canal terminus in Honesdale. It later expanded the system deeper into the valley, where mines opened to meet the demand for anthracite.

“Especially from Scranton to Carbondale, back in the heyday, there were several major breakers up and down the whole valley,” Mr. Kilcullen said. “They provided a lot of jobs and shipped out a lot of coal.”

He said Carbondale in particular “really owes its existence to the D&H,” which eventually established a major railyard and roundhouse there that employed hundreds of people during the height of the steam era.

As the D&H expanded its rail operations in the post-Civil War era, pushing south to Wilkes-Barre and north through New York to Canada, the canal became less important and was abandoned in 1899.

Although it was always a relatively small railroad, the D&H was an innovator, Mr. Kilcullen said. It was among the first railroads to use welded rail and the very first to have centralized traffic control along its mainline.

“It had a lot of firsts even though it was a small operation because it was a fairly rich railroad because of the coal,” Mr. Kilcullen said. “They were a very progressive company and way ahead of a lot of the bigger railroads because they had the money to do it.”

When the anthracite industry died out, D&H became mainly a pass-through carrier of overhead freight, a role it embraced by billing itself as “The Bridge Line to New England and Canada.”

Mr. Barrett said southern carriers who wanted to get traffic to Northeast points had some other options, but the D&H line offered the shortest route to get there.

“Via other railroads, they would get traffic up to the D&H, and the D&H would take it to New England and Canada,” he said.

In 1968, D&H was taken over by Dereco, a holding company for Norfolk and Western Railway, as part of a proposed merger that never materialized. The Dereco era ended in 1972. The railroad floundered after the creation of Conrail in the 1970s and was sold to Guilford Transportation Industries in 1984. Four years later, D&H went into bankruptcy. Canadian Pacific acquired it in 1991.

\*DERECO, a corporation owned by N&W, was created in 1968 to include both the D&H and Erie Lackawanna, as a means for N&W to compete with Penn Central providing an east/west competing route from Chicago to New York/New England and Canada. Dereco sold the D&H to Guilford Transportation in 1984. During the years leading up to the Guilford purchase and even after, N&W and D&H pooled power. D&H units were seen as far west as Brewster, OH." Kurt Matthews, "The D&H in Connellsville, Pennsylvania, *BLHS Bulletin* January 2016, p. 4.

“In the beginning, Canadian Pacific was a savior,” Mr. Barrett said. “They came in here with both guns drawn, wanting to make the railroad survive and profitable. They had some good ideas. The problem was, over the years, the management of Canadian Pacific changed drastically and each time it changed the D&H became less important to them.”

By the time he retired in 2010, Mr. Barrett said, it was clear D&H’s days were numbered.

Announced by the railroads in November, the Norfolk Southern acquisition received approval from the federal Surface Transportation Board in May.

D&H employs about 450 people, the vast majority of them in New York. Canadian Pacific notified the Pennsylvania Department of Labor & Industry last spring that 26 D&H employees in Lackawanna and Luzerne counties could be laid off as a result of the sale.

Norfolk Southern said when the deal was announced that it planned to offer employment to about 150 current D&H workers, although it is not clear how many of those are in Northeast Pennsylvania. Mr. Pidgeon said this week he could provide no additional information about the fate of local D&H employees.

Mr. Barrett said while he never likes to see D&H employees lose their jobs, he believes the Norfolk Southern takeover is a sound business move that will keep trains running and benefit Northeast Pennsylvania over the long term.

The average person will likely notice no difference, aside from an eventual increase in rail traffic, he said.

“In the long run, it’s going to be great for the area and great for what they have bought because Norfolk Southern aggressively markets their railroad. They will bring in new customers, and they will provide better service,” Mr. Barrett said. “All in all, my own gut feeling is it’s going to be a good thing.”

Contact the writer: [dsingleton@timeshamrock.com](mailto:dsingleton@timeshamrock.com)

## In the Caboose

### D&H Canal Part II

(*D&H Canal*, Part I is given in Volume XV; Part III will be given in Volume XXIII)

The material presented here on the D&H Canal, which in 1969 was declared a national historic site, is, for the most part, material that is not included in the histories of the D&H Canal now in existence. We present this material here not only to save it for posterity but also in the hope that it might be included in a history of the D&H Canal (an inland riparian canal) not yet written.

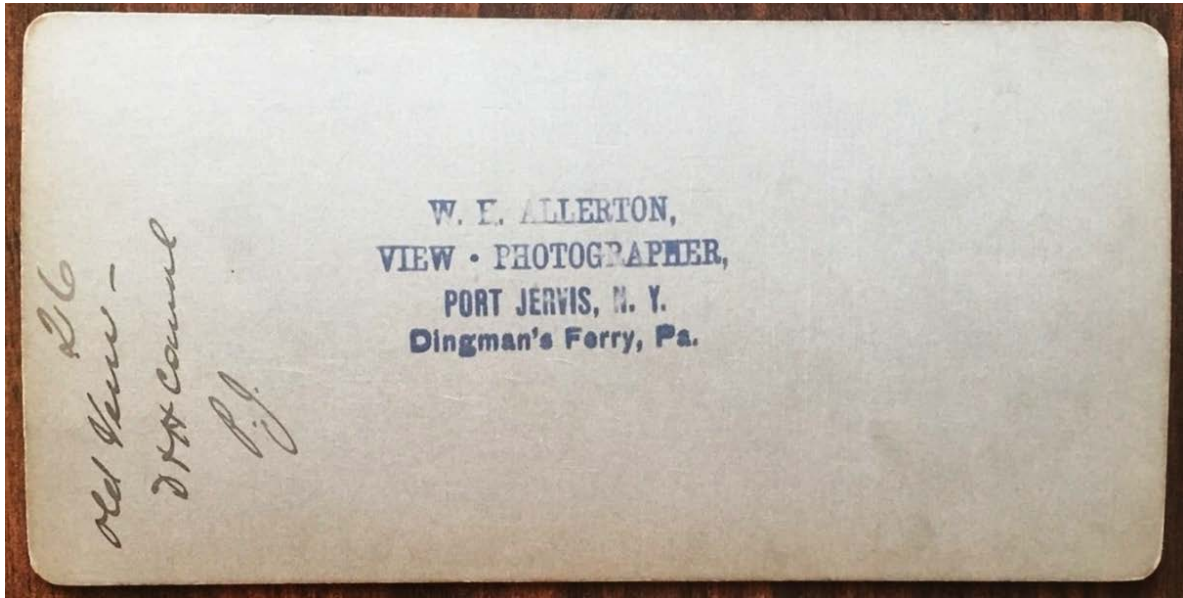
1. W. E. Allerton stereocard (card sold on E-Bay, April 4, 2016; thanks to John V. Buberniak for bringing this item to our attention)



“ 26 Old View of D & H Canal P[ort] J[ervis] by W. E. Allerton / View Photographer / Port Jervis, N. Y. / Dingman’s Ferry, Pa.”



Back of the Allerton stereocard shown on the preceding page:



“W. E. ALLERTON, / VIEW PHOTOGRAPHER, PORT JERVIS, N. Y. / Dingman’s Ferry, Pa.” stamped on the back of the card; written in ink on this card is the following: “26 / Old View - / D&H Canal / P.J.” The “P. J” in that written inscription stands for “Port Jervis”?

2. Letter to Russel F. Lord, June 14, 1850; letter postmarked: Port Jervis, New York, June 15 [1850] Available on E-Bay on April 1, 2016; sold for over \$150; thanks to John V. Buberniak for bringing to our attention this item.





Mongaup June 14 1850

R R Loring

Dear Sir

I Recd a letter from Mr. Sykes  
today (since you left) stating that one of  
the boatmen Mr. Butler. Running Long Pt.  
No 74, had applied to the office in N.Y for  
money to purchase a horse, as one of his  
had been disabled. & also states that  
Mr Butler had at first <sup>Contracted</sup> ~~Contracted~~ for Parts  
No 72 & 74 & paid \$100 <sup>had relinquished No 72</sup> installments, & \$50.  
was due Butler, which was to be retained in  
installments for him from Mr. Arthur Le  
Vander the circumstances Mr. Sykes thinks best  
to assist Mr Butler to mean to purchase  
here, from \$50. to \$75. and take his due bill  
& order to be filed with his contract, to pay out  
right due him on coal at Rondout Office.

Now this Mr Butler called on  
me for assistance on Monday for a horse &  
told me he had written <sup>on Saturday</sup> to the office for help  
& directed the letter to be sent me & I told  
Mr Butler I could not assist him to that extent with-  
out order & he waited till Tuesday & no letter came  
& he then went & put off the same horse & managed  
to get a nag to go on. & started Wednesday & as his



Expense Money was also very short. in consequence  
of Laying at Rondout & New York. he requested  
any intelligence that came to me, to inform  
him through the mail & Collector at Rondout  
which you will please look to. Mr Butler  
seems like an intelligent Englishman. one  
that may be better qualified for other Business  
than Boating. I noticed his fixtures. Horns, &c  
sheep was rather poor — & had I been  
fully satisfied of his performing, I would have  
taken some risk in helping him to a Horse on  
Monday. — he will endeavor to make this trip with  
his pack team I think. — Truly Yours &c

J. B. Basmann

It might be well to write me by mail saying  
whether you hear from him & send a postman  
telling the and by way of caution & safety.  
J. B. Basmann



3. D&H Paymaster's Steamer, Wurtsboro, NY

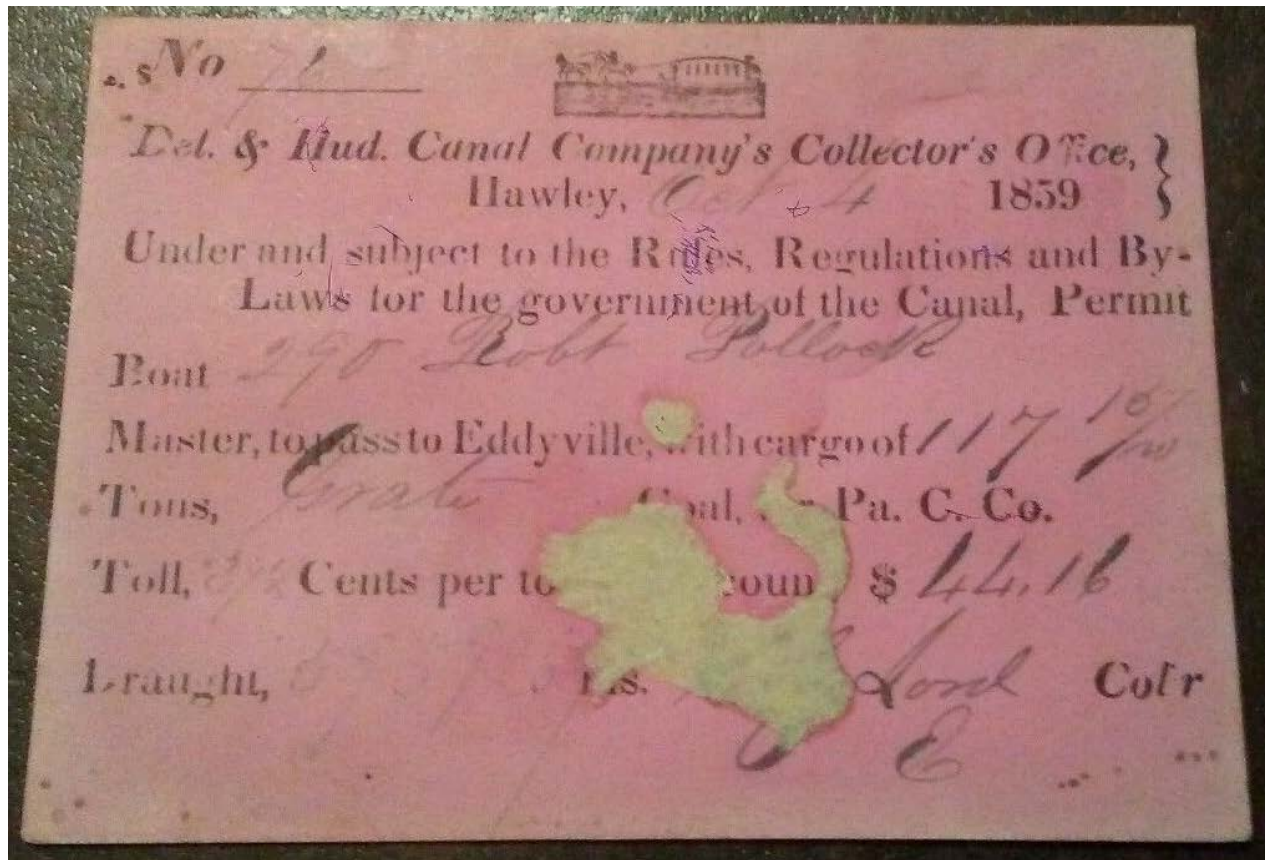
"No. 3. Paymaster's Steamer, Old Delaware & Hudson Canal, Wurtsboro, N. Y. / Published by G. F. Harding, Wurtsboro, N. Y." Written in white ink on the face of the post card is the following: "HARDING HOUSE, WURTSBORO, SULL. CO. N. Y." (Post card offered for sale on E-Bay on September 5, 2016)





4. D&H Canal receipt, Pennsylvania Coal Company, 1859

This receipt was offered for sale on E-Bay on October 2, 2016. Our thanks to John V. Buberniak for bringing this receipt to our attention.



Data from above receipt for transport of coal from Hawley to Eddyville:

October 4, 1859, Boat No. 290 (Robert Pollock), Hawley to Eddyville, 117+ tons of Grate coal, Pennsylvania Coal Company, toll: \$44.16

5. Delaware & Hudson Canal Co. envelope stamped Hawley, PA. Offered for sale on E-Bay on October 4, 2016 for \$100; item brought to our attention by John V. Buberniak.

"Delaware & Hudson Canal Co.  
/ HAWLEY, Pa."



Back of envelope:



6. Record for coal boats arriving at Rondout, 1864:

The all-time high daily record for coal boats arriving at Rondout (up to 1864) was set on June 6, 1864, when 64 boats, carrying 7,579.4 tons of coal arrived there.

7. D&H Canal report for 1865:

**"THE CANAL**--On Friday last owing to the increased severity of the weather, the Company stopped loading boats at this point, and all light boats on their way up were ordered to lay up for the Winter.--By constantly passing up and down the line with scows drawn by five or six teams each a channel was kept open up to Saturday night, and all loaded boats were enabled to get well away from Honesdale before becoming ice-bound. / The following is a statement of coal transported on the Delaware and Hudson Canal: / Del. and Hud. Canal Co., for the week ending Dec. 16, 1865, 23,840; for the season, 762,612. / Pennsylvania Coal Co., for the week ending Dec. 16, 1865, 000; for the season, 41,575. Total tons for the week, 23,840; for the season, 804,187. / For the same period last year: / Del. & Hud. Canal Co., for the week, 17, 335; for the season, 848,671. / Pennsylvania Coal Co., for the week, 8,736; for the season, 501,590. / Total tons for the week, 26,071; for the season, 1,350,161. (*Carbondale Advance*, Saturday, December 23, 1865, p. 2)

8. Two hundred D&H Canal boats will be made during the winter of 1865:

"The Company are making preparations for an increased business next year.--Contracts have already been made for the building of nearly two hundred boats during the coming winter, the several yards on the line of the canal being run to their full capacity, in addition to a large contract given to builders at Williamsport, on the West Branch. --*Wayne Co. Herald*. " (*Carbondale Advance*, Saturday, December 23, 1865, p. 2)

9. Seventeen round trips on the Canal in 1866 by Captain Flannery and Captain Schitzer:

**"THE CANAL**--Navigation on the Delaware & Hudson Canal will close for this season, in the course of a few days. The last boat will be loaded here to morrow, and the water will only be kept in the canal long enough to allow the arrival here of freight which left Rondout yesterday. The season has been unusually favorable one both to the Company and their employees. Several boats have made the unusual run of seventeen round trips. The premium runs were made by boats No. 1617, Capt. Flannery and No. 353, Capt. Schitzer. The former of these completed its seventeenth trip at 10 o'clock on Monday last, and the latter at 8 o'clock the same night. When

they left Honesdale for the last run down, there were six boats between them; at Creek Locks the number had increased to twenty-four, owing it is said to unfair means on the part of Flannery. We shall give amount of coal shipped for the season in our next.--*Honesdale Herald*." (*Carbondale Advance*, Saturday, December 8, 1866, p. 2)

10. Record breaking business on the Canal, 1866:

**"A MAMMOTH BUSINESS.**--The coal mined and transported to market the present season by the Del. & Hudson Canal Co., exceeds that of any previous year [emphasis added]. On the first of this month the amount was reported at 1,362,000 tons, and to the close of the season the amount mined will fall very little short of 1,400,000 tons. We believe too that these reports are upon a basis of *long* tons of 2240 lbs., which if reduced to tons of 2,000 lbs., by which most other companies estimate production, would make the aggregate amount mined nearly 1,560,000 tons. We think this amount is larger than any single company in Pennsylvania has ever produced in one season. It is conclusive evidence of the energy and ability of Superintendents Dickson, Manville and Weston. We are told that a still larger business may be expected next season." (*Carbondale Advance*, Saturday, December 8, 1866, p. 2)

11. About 50 boat building firms are at work for the D&H Canal, 1868:

**"DELAWARE & HUDSON CANAL CO.**--The Delaware & Hudson Canal Company increases its stock of boats this season by about one hundred and fifty new ones, about one hundred of which are made in Rondout and along the canal, and fifty in this state. About fifty boat building firms are at work for the company. / The large new dock of the company at Rondout is under way and the contractor is busy. The dock will give the company an immense storage surface, and will advertise that village extensively, and passengers by boat or cars cannot fail to see the mammoth dimensions of the coal trade." (*Carbondale Advance*, Saturday, June 20, 1868, p. 3)

12. The new insular dock at Rondout was begun in 1846 and completed in 1848:

“... the construction of a new insular dock in the stream at Rondout was begun in 1846 and completed in 1848. This dock covered about fourteen acres and provided ample space for receiving and shipping coal and a safe and capacious harbor for canal boats.” (*COP*, p. 141)



13. Canal and railroad closed, September 1870, on account of lack of water:

**“The Drought.** / The gentle rain over which we rejoiced as we went to press last week, proved to be but slight, and continued dry and sunny weather since has increased the oppressive drought. / The Del. & Hud. C. Co. has been obliged to suspend mining and shipping Coal, on account of lack of water for their Engines and canal [emphasis added]. / Our mines are consequently of necessity idle, and will probably have to remain so until we have rain. / Fires are raging upon the mountain West of town, which will endanger considerable quantities of bark and timber if not soon quenched by rain.” (*Carbondale Advance*, September 24, 1870, p. 3)

14. Shipments down on the Canal for 1874:

“The last boat on the D. & H. C. Co.’s Canal left Honesdale on Tuesday evening. During the season just closed there have been shipped over the canal 1,315,682 tons of coal, against 1,358,053 tons shipped last year, which is a decrease of 42,371 tons. The amount of coal now piled in Honesdale is very small in comparison to former years. At this time last year there were 224,931 tons, while now there are but 40,834 tons.” (*Carbondale Leader*, November 21, 1874, p. 3)

15. Less coal piled up at Honesdale in 1875 at the beginning of navigation than in 1874:

"The Delaware & Hudson Canal Co. have 421,000 tons of coal piled in Honesdale at present. At the open of navigation last year, the amount was 535,000 tons." (*Carbondale Advance*, March 13, 1875, p. 3)

16. Very clear print of a well-known photograph of D&H Canal and Railroad operations in Honesdale:

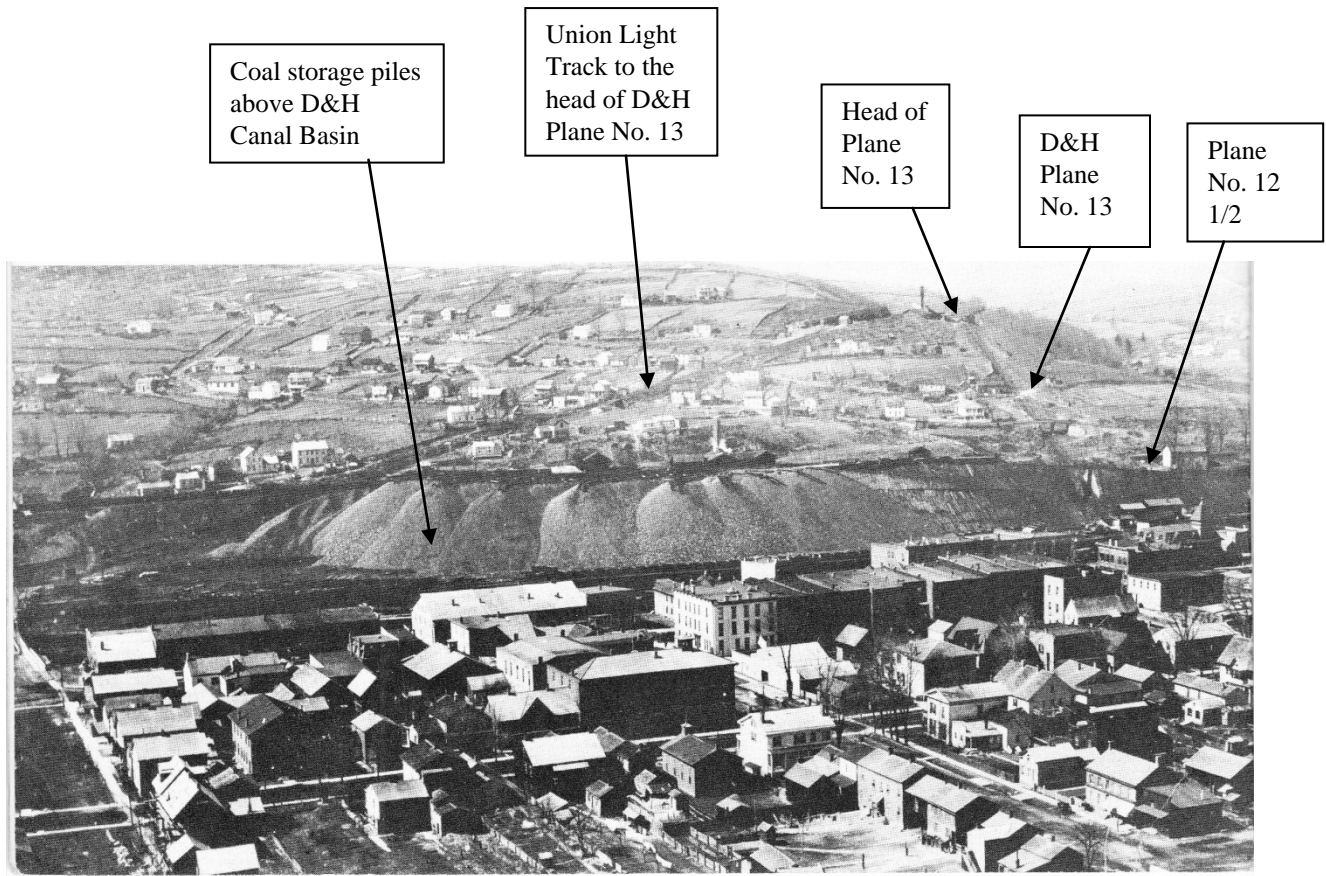


Photo on page 4 of *The Safety Commentator* The Hudson Coal Company, Scranton, PA. Vol. 13, No. 2, June, July, August, 1950.

Best print of this well known photograph that we have ever seen. Regrettably, the caption on the photograph, written by William Solsman, in this Hudson Coal Company publication is muddled and/or incorrect on several points and it should be dis-regarded.

17. Coal storage at Rondout. Four excellent photos in the collection of the Minisink Valley Historical Society.









18. Three hundred and fifty thousand tons of coal piled at Honesdale at the beginning of navigation, 1878:

"The D. & H. canal opens for business next week. There are some 350,000 tons of coal piled at Honesdale." (*Leader*, April 13, 1878, p. 3)

19. D&H Canal and Railroad shipment statistics for 1878:

**"September Coal Tonnage at Honesdale.** / The number of tons of coal shipped from Honesdale, for the month of September, was as follows: / Via canal, 128,520 tons; by rail 84,845. Shipments via canal for season, 566,149 tons; by rail 777,442 tons. Total for season 1,443,591 tons. Coal on hand at Honesdale, 133,454 tons. Number of boats cleared for month 945. Coal mined and shipped by the D. & H. C. Co. for September, were for month, 278,349 tons, season, 2,813,491 tons." (*Carbondale Leader*, October 22, 1878, p. 4)

20. Half million tons of coal at Honesdale at the beginning of navigation, 1880:

"The loading of boats on the Delaware & Hudson Canal commenced on Thursday of this week, April 1<sup>st</sup>. / The Del. & Hud. C. Co. have nearly half a million tons of coal in their pockets at Honesdale." (*Carbondale Advance*, April 3, 1880, p. 3)

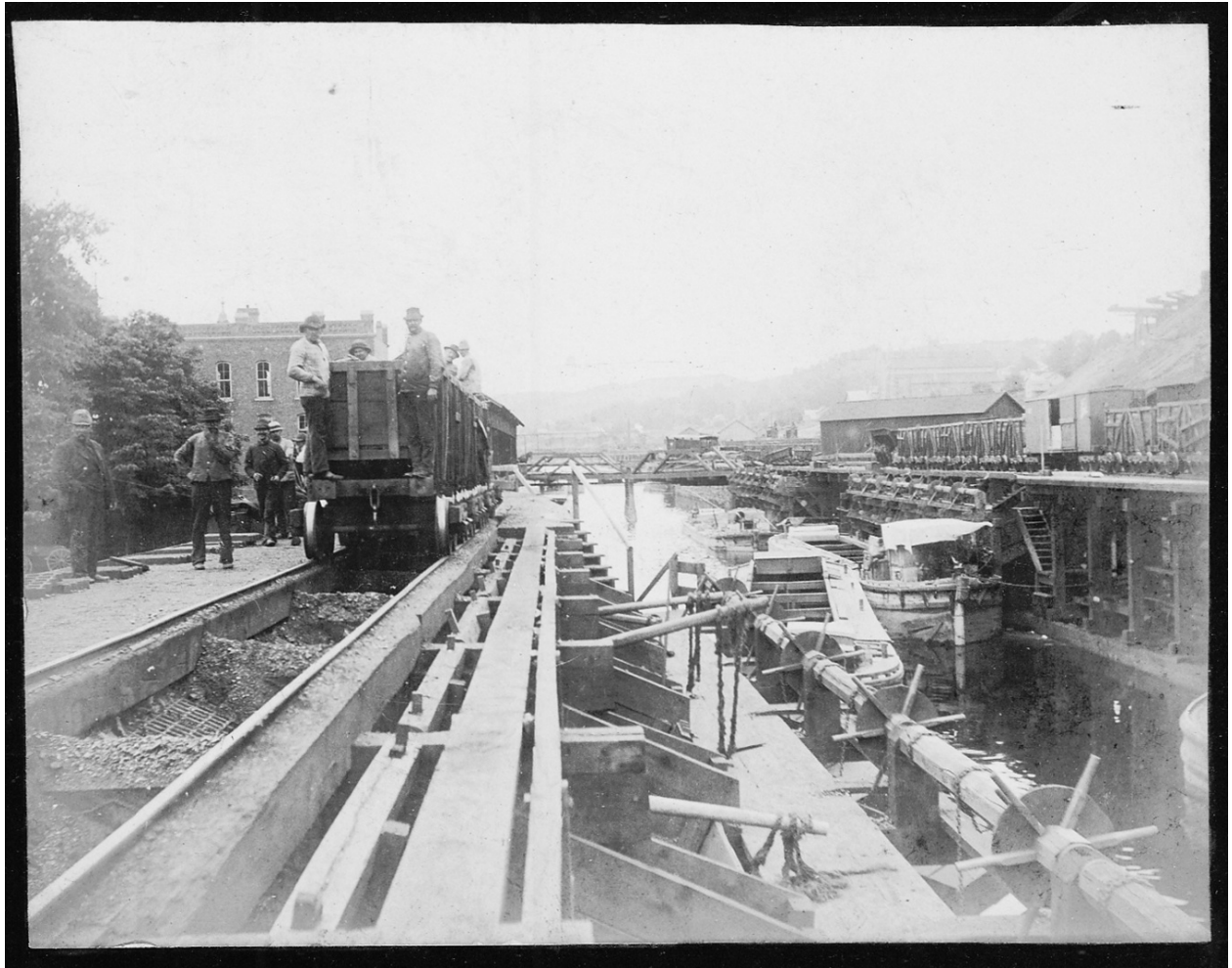
21. Canal closed in October/November 1880 due to water shortage:

**"DELAWARE & HUDSON CANAL.** / The recent rains have opened the Delaware & Hudson Canal for the passage of boats. Several hundred loaded boats had been delayed for weeks; and it is expected now that six thousand tons of coal will reach tide-water daily until the cold weather closes the navigation for the winter." (*The Leader*, November 6, 1880, p. 2)

22. Canal shipment statistics for 1882 and 1883:

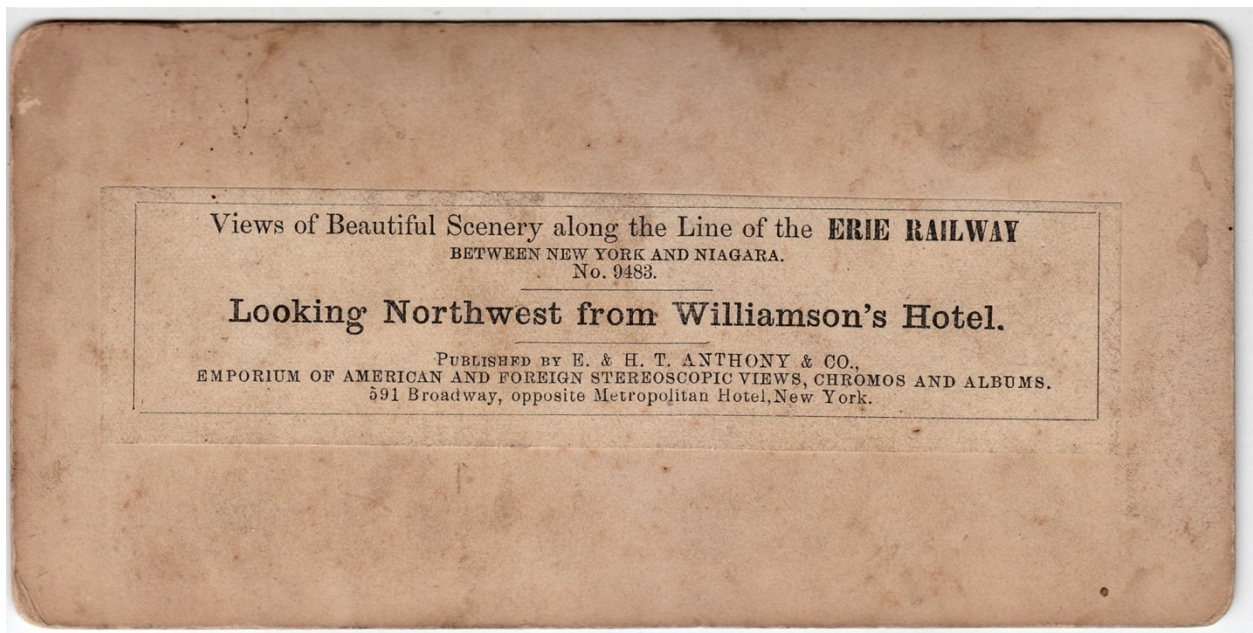
"There are 135,002 tons of coal now stored on the Honesdale docks of the D. & H. C. Co. / The D. & H. C. Co. sent 868,686 tons of coal to market last year [1882] to this date via the canal. This year the amount is 776,941 tons, a decreased shipment of 91,745 tons for 1883. / In 1882, to Sept. 22d, the D. & H. C. Co. had shipped 472,894 tons of coal from Honesdale, via the Branch. This year the amount is 596,993 tons showing an increased shipment of 124,599 tons for this year." (*Carbondale Advance*, September 29, 1883, p. 3)

23. *The Canal Basin at Honesdale, looking east, showing Gravity coal cars on the un-loading track above the canal boats. The D&H Canal Co. building is to the left of the photographer. Photo in the collection of the Carbondale Historical Society, donated by John V. Buberniak on 05-12-2011:*



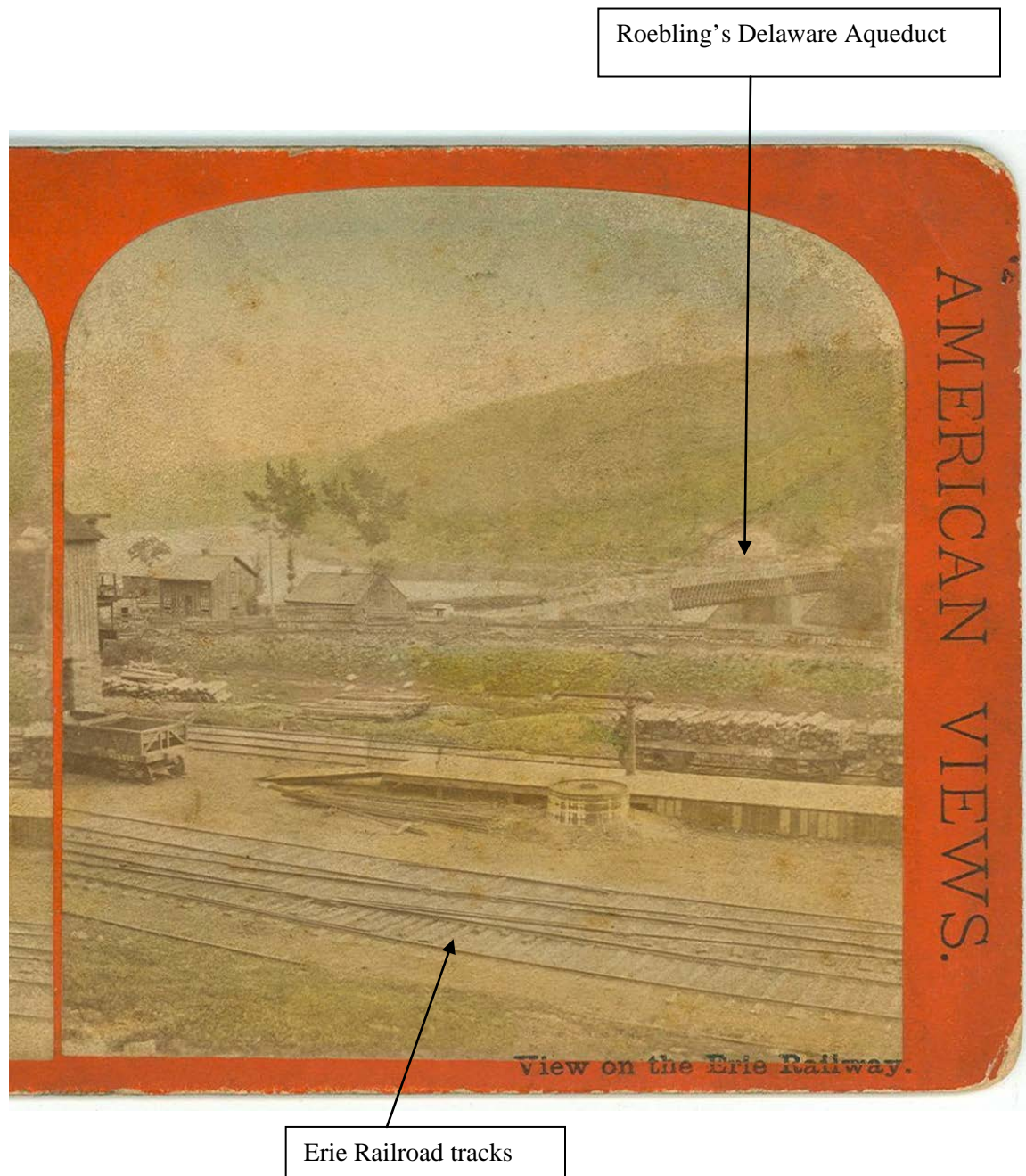
24. Roebling's Delaware Aqueduct from Williamson's Hotel: "Looking Northwest from Williamson's Hotel"; Published by E. and H. T. Anthony & Co., 591 Broadway, Opposite Metropolitan Hotel, New York. Stereocard in the collection of the Carbondale D&H Transportation Museum (purchase November 10, 2016).

Roebling's Delaware Aqueduct



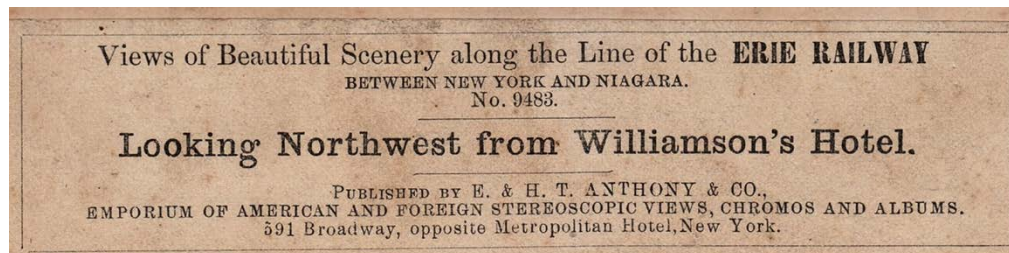


Detail of stereocard shown on preceding page:





Close-up of text on back of stereocard shown above:



Text given above:

“Views of Beautiful Scenery along the lone of the **ERIE RAILWAAY**  
Between New York and Niagara  
No. 9183 (?)  
**Looking Northwest from Williamson's Hotel.**  
Photographed by E. & H. T. ANTHONY & CO.  
EMPORIUM OF AMERICAN AND FOREIGN STEREOSCOPIC VIEWS, CHROMOS AND  
ALBUMNS  
591 Broadway, Opposite Metropolitan Hotel, New York.”

\* \* \* \* \*

(Edward Anthony and his brother Henry T. Anthony)

## 25. D&H Canal statistics for 1858:

"The loading of boats at this end of the Delaware and Hudson Canal ceased, for the season, on last Monday, the 29<sup>th</sup> ult. When the last boats shall have reached tide water the canal will be closed. / The amount of coal sent from Honesdale, by the Delaware and Hudson Canal Company, is very nearly 360,000 tuns, being 135,000 tuns less than last year. / The amount sent from Hawley, by the Pennsylvania Coal Company, is very nearly 660,000 tuns, being 90,000 more than last year. / Decrease on this outlet, the present year, 45,000 tuns.--*Honesdale Dem.*"  
(*Weekly Advance*, December 4, 1858, p. 3)

## 26. D&H Coal Shipped by the D&H through the Canal, 1829-1884

“The shipments of coal from the mines, for each year from the time the canal was opened to 1885, are exhibited in the following table, which is also suggestive of the slow but constant and comparatively uniform development of the company's prosperity:

| Years.    | Tons.   | Years.    | Tons.     |
|-----------|---------|-----------|-----------|
| 1829..... | 7,000   | 1857..... | 480,677   |
| 1830..... | 43,000  | 1858..... | 348,789   |
| 1831..... | 54,000  | 1859..... | 591,000   |
| 1832..... | 84,600  | 1860..... | 499,568   |
| 1833..... | 111,777 | 1861..... | 726,644   |
| 1834..... | 43,700  | 1862..... | 644,100   |
| 1835..... | 90,000  | 1863..... | 828,150   |
| 1836..... | 103,861 | 1864..... | 852,130   |
| 1837..... | 115,387 | 1865..... | 759,699   |
| 1838..... | 78,207  | 1866..... | 1,391,674 |
| 1839..... | 122,300 | 1867..... | 1,507,487 |
| 1840..... | 148,470 | 1868..... | 1,991,870 |
| 1841..... | 192,270 | 1869..... | 1,626,391 |
| 1842..... | 205,253 | 1870..... | 2,318,073 |
| 1843..... | 227,605 | 1871..... | 2,011,333 |
| 1844..... | 251,005 | 1872..... | 2,930,767 |
| 1845..... | 273,435 | 1873..... | 2,752,596 |
| 1846..... | 320,000 | 1874..... | 2,399,417 |
| 1847..... | 386,203 | 1875..... | 3,053,817 |
| 1848..... | 437,500 | 1876..... | 1,997,545 |
| 1849..... | 454,240 | 1877..... | 1,893,315 |
| 1850..... | 432,339 | 1878..... | 2,045,041 |
| 1851..... | 472,478 | 1879..... | 3,412,063 |
| 1852..... | 497,839 | 1880..... | 3,047,594 |
| 1853..... | 494,327 | 1881..... | 3,661,792 |
| 1854..... | 438,407 | 1882..... | 3,719,322 |
| 1855..... | 565,460 | 1883..... | 4,097,218 |
| 1856..... | 499,650 | 1884..... | 3,986,377 |

(Mathews, pp. 246-47)

27. In early October 1885, D&H Canal boats were locked through from 5 A. M. to 10 P.M.

“The transportation of coal on the Delaware and Hudson canal has been lighter thus far this season than for several years. Boats have been loaded leisurely at Honesdale, and for weeks past the canal basin at that place has been filled with empty ones. The boatmen have suffered exceedingly because of the low wages. The shipments of coal to date are 200,000 tons less than they were at the same time last year, which was not up to average. The accumulation on the wharves at Honesdale is about 250,000 tons. A recent order directs that loading shall be done as rapidly as possible at Honesdale until further notice, and that the locking force along the canal be not only doubled, but that boats shall be locked through from 5 a.m. to 10 p.m. This sudden activity is taken as an indication of a general revival in the anthracite coal trade, and is especially welcome news to the boatmen as well as to the employes on the docks at Honesdale. Of course our city and the valley below will get a share of the benefits.” (*Carbondale Leader*, October 9, 1885, p.2)

28. D&H Canal sold to Samuel B. Coykendall, a Kingston capitalist, on July 13, 1899:

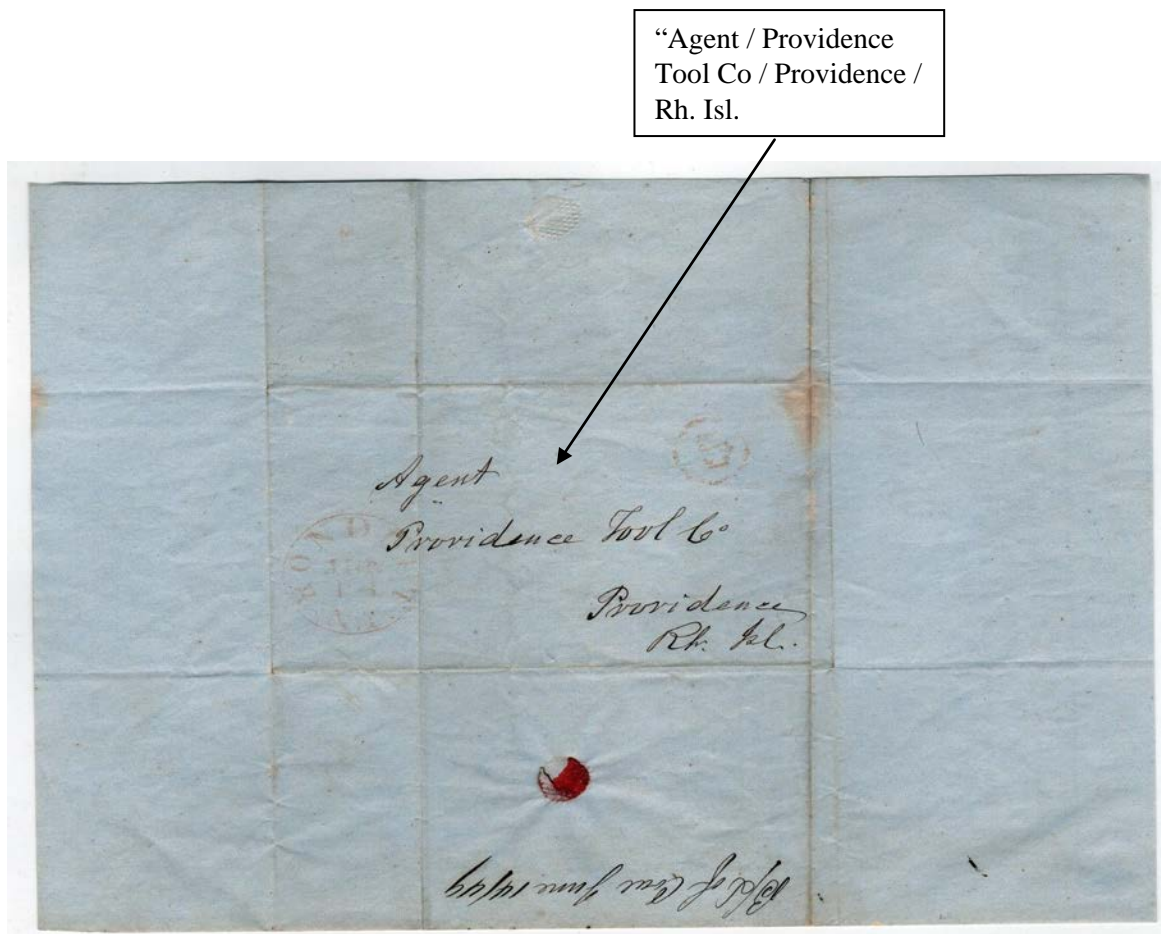
**"D. & H. CANAL SOLD. / A Kingston Capitalist Said to Be the Purchaser.** / H. G. Young, second vice-president of the Delaware and Hudson, stated Tuesday that the Delaware and Hudson canal had been sold to S. B. Coykendall, who controls the Ulster and Delaware railroad. / Information has been received at Port Jervis from sources that are deemed reliable to the effect that the Delaware and Hudson company has sold its canal the entire distance of 108 miles, running from Rondout on the Hudson to Honesdale, Pa., to Samuel B. Coykendall, the millionaire railroad and steamboat man, of Kingston, N.Y. Orders were sent to Port Jervis discharging the men who have been in charge of the locks and waste weirs since the company discontinued running of boats." (clipping in Gritman scrapbook about sale of D&H Canal)

29. Excellent summary description of D&H Canal:

D&H Canal: commenced July 13, 1825 and completed October, 1828; spanned by 137 bridges. The first enlargement was completed in 1844, the second was completed in 1852. The tonnage of the first boats on the Canal was 25 tons, of the second 40 tons. Tonnage of the boats in 1874 was 125 to 148 tons. From tidewater the canal steadily ascended for thirty-miles; then its course was level for slightly more than 16 miles. It then descended fifty-eight feet and rose again thirty feet, all in Orange County, and reentering Sullivan County ascended steadily for the remainder of the distance in New York. After entering Pennsylvania it ascended continuously to Honesdale, where its altitude was nine hundred and seventy-two and one-half feet. The lifts in the 110 locks ranged from 8 to 12 feet, the average being 10 feet. These locks were seventy-six feet long and nine feet wide. The D&H Canal was sold on June 13, 1899 for \$10,000 to S. D. Coykendall, then president of the Cornell Steamboat Company.

30. D&H Market Development: Coal sold to Providence Tool Co., Providence, Rhode Island, 1849:

Shown below is a receipt, dated June 14, 1849, from the President, Managers and Company of the Delaware and Hudson Canal Company to the Master of the Sloop *Trader of Sandwich* for the transportation of 59 tons of D&H coal from Rondout to Providence, Rhode Island, to be delivered to the Providence Tool Co., Providence, Rhode Island. This remarkable document was sold on E-Bay on October 24, 2016. Our thanks to John V. Buberniak for bringing this document to our attention.





Received of the President, Managers and Company of the DELAWARE AND HUDSON CANAL COMPANY, on board the *Ship Trader of Sandwich* whereof I am Master,

*Fifty nine Tons Lack<sup>a</sup> Lump Coal of which about 14 Tons on deck*

*59* which I promise to deliver to *Providence* or order, at *Providence* they paying freight for the same *at ninety cents per ton*

Signed in Duplicate.  
*Lewis H. H. H.*

Dangers of the sea excepted.

OFFICE OF THE DELAWARE AND HUDSON CANAL COMPANY,  
RONDOUT, *June 14* 1849 }

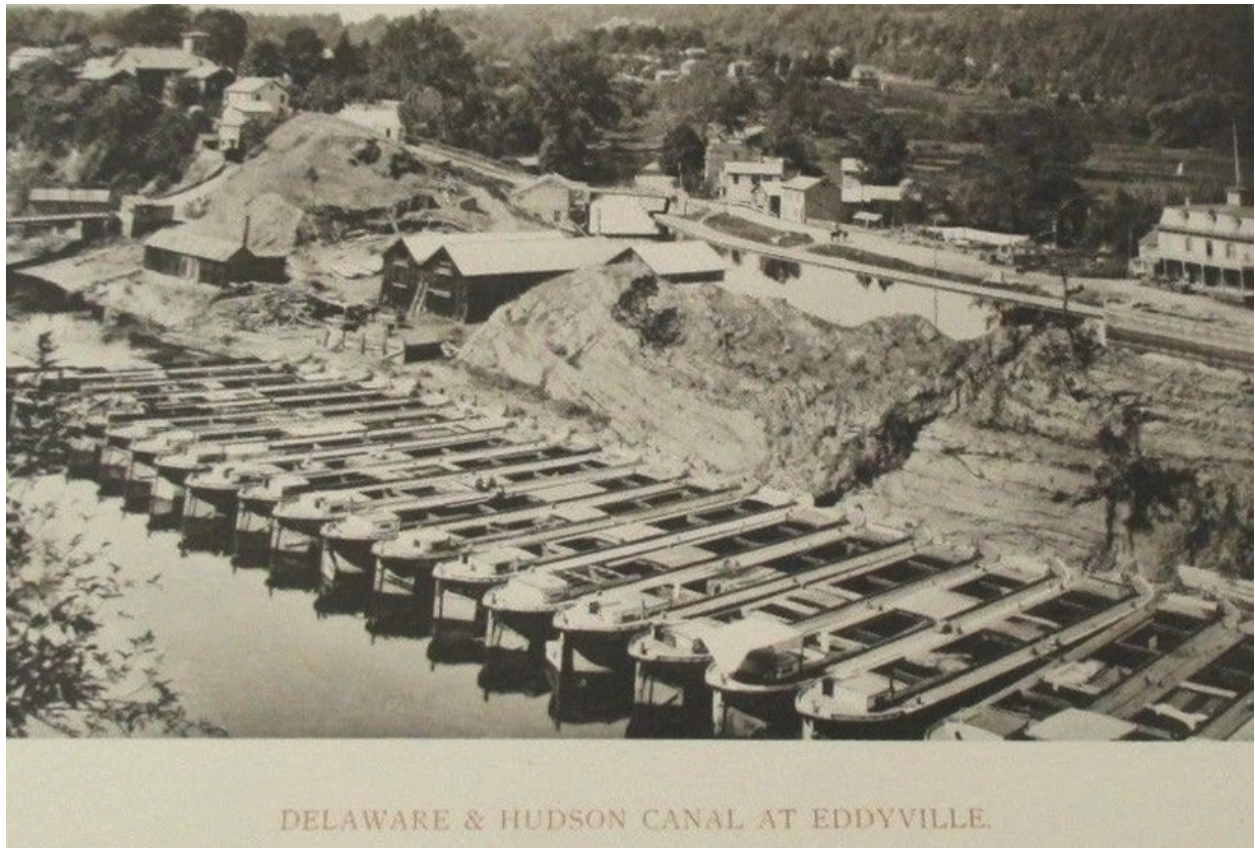
"Fifty nine Tons Lack. Lump Coal of which about 14 Tons on deck"

Freight charges: ninety cents per ton

"Office of the Delaware and Hudson Canal Company, Rondout, June 14, 1849"

31. D&H Canal at Eddyville:

Photo print from a un-bound issue of *Art Work of ULSTER COUNTY* published 1893 by The W. H. Parish Publishing Co.; measures 13 1/2" x 10 3/4", with blank reverse. Our thanks to John V. Buberniak for bringing to our attention on January 13, 2016 this very interesting photograph.



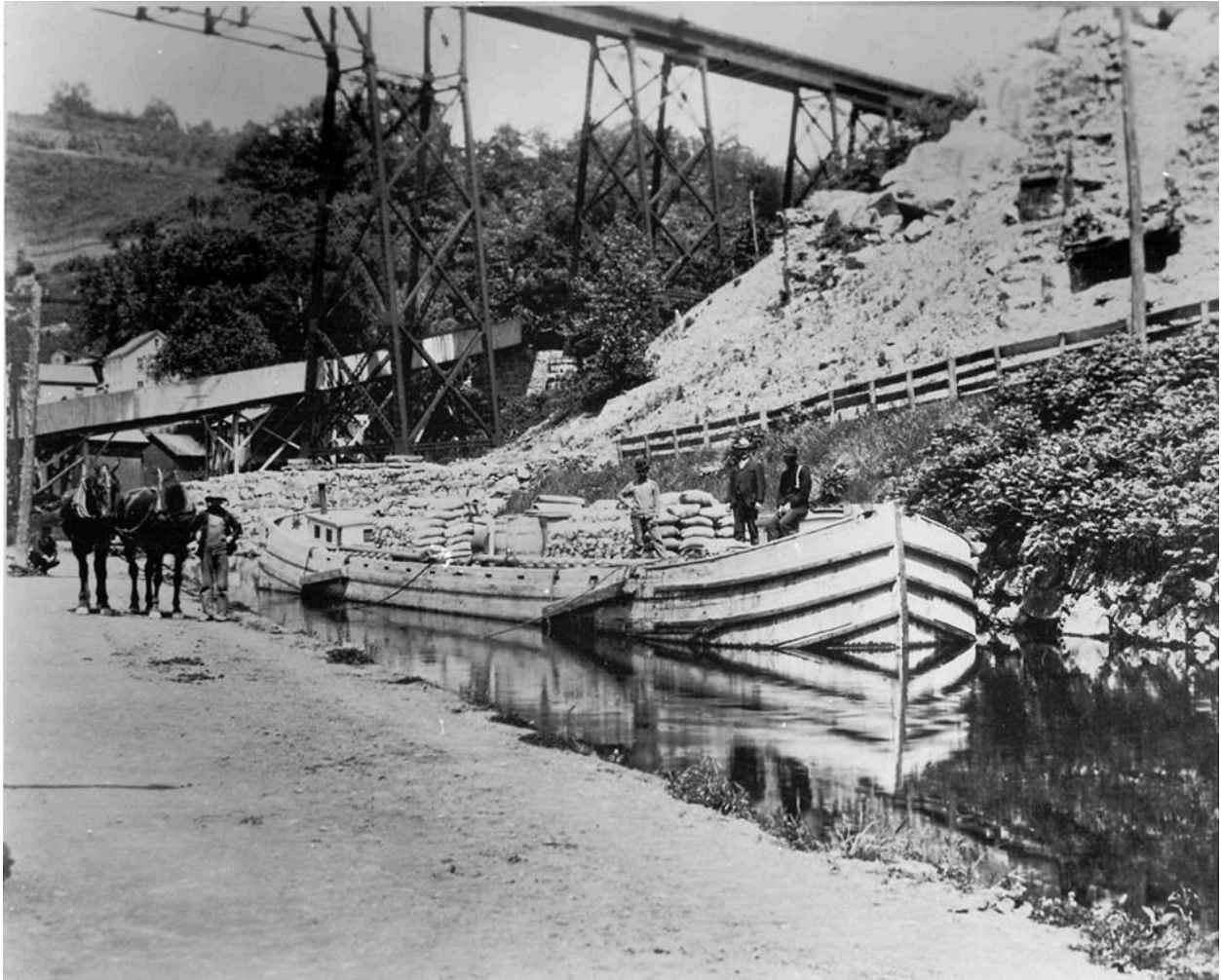
32. Canal boats damaged during great fire of April 25, 1851 in Honesdale.

In the great fire of April 25, 1851 in Honesdale, the most disastrous fire in Honesdale's history, one third of the town's business district was destroyed. Two canal boats, in addition, were "burned to their keels." In Leslie's *Honesdale and the Stourbridge Lions* (p. 48), we read:

"So fierce was the blaze that two canalboats, the *Daniel Webster* and the *Fashion*, moored in Patmor's Basin, were ignited and 'burned to their keels.' The basin was a canal slip which extended under a bridge to the eastern side of Main Street and into the area between Seventh and Eighth Streets. Both boats were large and expensive. The *Fashion* was a packet (passenger boat) which made trips to Lackawaxen and connected with the mail trains of the Erie Railroad."



33. D&H Canal at Rosendale and the Rosendale Trestle. Photo in the collection of the Ellenville Public Library.



34. 1872 was the last year that the D&H kept separate statistics for coal shipped through the D&H Canal:

Anthracite coal was the primary commodity that was transported through the D&H Canal. From about 1860 to 1872, more than a million tons a year were shipped. In 1872, the last year that separate statistics on the canal were kept, 1,090,000 tons were transported from Honesdale to Rondout.

### 35. Wide variety of products shipped over D&H Canal:

A wide range of other products were also shipped, including significant quantities of bluestone from along the Delaware and Lackawaxen Rivers, and Shawangunk "granite" (conglomerate/mill stones); also a very substantial quantity of Rosendale hydraulic cement from plants at High Falls and Rondout. Also vast quantities of lumber and wood products, and cut glass from the Dorflinger works at White Mills on the Lackawaxen River (cut glass from west to east on the canal; raw materials for glass making from east to west: quartz sand from France, potash from Germany, lead from England).

Here is the photograph of the legendary glass maker Chretien Dorflinger of White Mills that is given in *Wayne/Pike/Monroe*, facing page 823.



Chretien Dorflinger

### 36. Hydraulic cement: Rosendale, Canastota, and elsewhere:

“While the purpose of the canal was to haul coal, its construction created a second commodity product of cement. Important in the construction of locks is the use of cement that will harden under water. Prior to the construction of the Erie Canal, the only source of this material for North America was from England, which made it very expensive. However, while the Erie was being built, Canvass White, one of its engineers, discovered that deposits at Canastota, NY, along its route, could be made into underwater cement. Subsequently, similar deposits were discovered at Rosendale, on the D&H Canal, and near the Lehigh Navigation and Chesapeake and Ohio canal. These discoveries resulted in a new industry that was essential in the building of these canals and later civil engineering projects.” *A Guide to the Delaware & Hudson Canal*, by David G. Barber, 2003, p. 13:



37. A wide variety of goods could be shipped via the D&H Railroad, but you could not ship partridges via the Canal—unless you followed the rules!

**"VIOLATION OF STATE GAME LAW / The Delaware and Hudson Company Accused of Carrying Partridges—Conflicting Statements.** / West Chazy, N. Y., Nov. 16.—The agents of the State Fisheries, Game and Forest Commission claim that they have got a good case against the Delaware and Hudson Canal Company under Section 76 of the game laws, which reads: / 'Woodcock, ruffed grouse, commonly known as partridge, or any member of the grouse family, or quail, killed in this State, shall not be transported to any point within or without this State, from or through any of the counties thereof, or possessed for that purpose, except that such birds may be transported from the county where killed when accompanied by the owner thereof. Possession of the birds named by a common carrier, or by a person in its employ, then actually engaged in the business of such common carrier, unaccompanied by the owner, shall constitute a violation of this section by such common carrier. Whoever shall violate or attempt to violate the provision off this section shall be deemed guilty of a misdemeanor, and, in addition, thereto, shall be liable to a penalty of \$25 for each bird killed, trapped, snared, or possessed contrary to the provision of this section.' / The case is this: Nov. 12, Deputy Game Inspector B. S. Morrill saw on the platform of the Delaware and Hudson Railroad station at this place fifteen partridges. He saw the station agent, F. G. Sheldon, put the birds in the baggage car of the train. The baggage car was in charge of Baggage Master A. C. Weeks. Mr. Morrill got on the train and went with it to Albany, its destination. Mr. Morrill spoke to Conductor Thayer, the baggage man, and the trainman about the birds. All denied the ownership of them. Station Agent Sheldon was subpoenaed before Justice Platt Harris, at this place, Thursday. Mr. Sheldon swore that he purchased the birds for 25 cents each, and sold them to Conductor Thayer for 75 cents a pair. Conductor Thayer went before Justice Harris and declared that he knew nothing about the birds; that he never purchased them, and that, to the best of his knowledge, the owner was Mr. Sheldon. Baggage Master Weeks testified that the birds were thrown into his car, and were carried to Albany, and that they were still in the car when he left it. He never touched them. These statements, the game protectors believe, make the corporation liable under the law." (*The New-York Times*, November 17, 1895)

38. Bill to permit the Delaware and Hudson to abandon the D&H Canal, 1899:

See the article titled "DELAWARE AND HUDSON CANAL BILL / Measure Likely to be Reported in Both Houses This Week" in *The New-York Times* of March 20, 1899. This is the bill that would authorize the D&H to sell or discontinue to use or maintain its waterway from Rondout to the Pennsylvania coal fields. This bill was introduced in the Senate on January 25 by Mr. Goodsell and in the Assembly by Mr. Kelsey. "In addition to this authorization, the bill

empowers the canal company 'to use any part of its net earnings or surplus for the purpose of purchasing or extinguishing securities or shares of stock of itself or of any corporation with which it may have entered into any contract or lease or upon whose securities or stock it may have become liable to pay interest or dividends.' / The amount to be used and the time and manner in which they shall be applied are to be fixed by a majority vote of the stockholders of the company." ("THE DELAWARE AND HUDSON CANAL. / Bill to Permit the Company to Abandon the Waterway, *The New-York Times*, January 26, 1899).

### 39. Thomas C. Cornell and the Cornell Steamboat Line on the Hudson River:

In 1837, with his own sloop, Thomas C. Cornell (born January 27, 1814) started what was to become the Cornell Steamboat Company. In 1850, he obtained the contract for towing D&H Canal Company coal barges on the Hudson River. Following the Civil War, the Cornell Steamboat Line virtually monopolized freight traffic on the Hudson River, well into the twentieth century. On March 30, 1890, Thomas C. Cornell died at the age of 77. His nephew, Edwin Young, was named the executor of Cornell's considerable estate.

On April 21, 1893, Edwin Young died from concussion of the brain. Several years of complicated legal proceedings then followed between Cornell's sons-in-law, Samuel D. Coykendall and Robert Carpenter, and the estate of Thomas C. Cornell. A summary description of those legal proceedings is given in a newspaper article titled **"EDWIN YOUNG BURIED. / History of His Stewardship of the Millions of the Late Thomas Cornell"** that was published in *The New-York Times*, April 25, 1893. Here is that article:

**"EDWIN YOUNG BURIED. / History of His Stewardship of the Millions of the Late Thomas Cornell. / Kingston, N.Y., April 24.**—The remains of Edwin Young, who died in Albany last Friday from concussion of the brain, were interred at Honesdale, Penn., to-day. They were taken from Albany by a special train over the Delaware and Hudson, which left Albany at 6 o'clock this morning. / Mr. Young was thrown from a horse in Washington Park, Albany, last Wednesday morning. / While Mr. Young held many positions of importance, being attorney for the Delaware and Hudson Canal Company, President of the Ulster and Delaware Railroad, and of the First National Bank of this city, he was best known here in his capacity as executor of the will of his uncle, the late Thomas Cornell. / In this position Mr. Young trod a pathway not strewn with roses. He came into possession of the estate, which amounted to about \$2,000,000, at a time when it was embarrassed in many ways. S. D. Coykendall of this city, and Robert Carpenter of New-York, Mr. Cornell's sons-in-law, who by the provisions of the will were absolutely cut off, were very hostile to Mr. Young, and he met with difficulties in carrying on the business of the estate. / Mr. Cornell left his entire property in trust to his daughters at the death of their husbands, or, in case of the death of a daughter, to her children. Soon after Mr. Cornell's death the hostility of S. D. Coykendall compelled Mr. Young to move his offices from the steamboat

company's building to a new building, which was erected in this city for the purpose. The objections filed against Mr. Young's first intermediate accounting, and the long and tedious succession of hearings which followed before the Surrogate, were but part of the troubles the executor had. / In these proceedings Mr. Young had to contend against the ingenuity of three New York attorneys, who appeared for Mrs. Carpenter, and of Judge A. T. Clearwater of this city, who appeared for S. D. Coykendall's children. For a time after this it seemed as though Mr. Young was to be allowed to manage the estate in peace, but last Summer hostilities began anew. The agreement which Mr. Young made with Mr. Coykendall, whereby the Cornell Steamboat Company was to pass into Mr. Coykendall's hands, was balked by Thomas Cornell's widow, who, through New-York attorneys, obtained an injunction restraining the two men from making the transfer. / Mrs. Cornell gave as her reason that since her husband's death she had received no income from the company, it being appropriated by Mr. Coykendall. Her attorneys offered to withdraw all objections to the transaction if Mr. Coykendall would agree to pay her \$50,000. This he refused to do. Upon Mr. Coykendall's being ordered to show the books of the company, he was obliged to pay the \$50,000 and \$5,000 additional for counsel fees. / The will of Thomas Cornell provided that in case of Edwin Young's death his brother, Horace G. Young\* was to succeed him as executor of the estate. Robert L. Pruyn of Albany, Vice President of the Ulster and Delaware Railroad, has been appointed acting President until a successor can be elected." (*The New-York Times*, April 25, 1893)

\* Horace G. Young was 2<sup>nd</sup> VP of the Delaware and Hudson Canal Company in 1898 when the closing of the Gravity Railroad and Canal was announced. In 1899 he was named Vice President.

#### 40. The sale of the D&H Canal to Samuel Decker Coykendall on June 13, 1899:

The D&H Canal, with all its physical assets, including its franchises, rights and privileges, was sold to Samuel Decker Coykendall (brother-in-law of D&H Vice President, H. G. Young; also son-in-law of Thomas C. Cornell, founder of Cornell Steamboat Company) on June 13, 1899:

Coykendall (born May 28, 1837, died January 14, 1913) bought the D&H Canal for \$10,000 (the Canal cost over \$6,000,000 to build); Coykendall also bought the Company's tracts of land on the Rondout for \$150,000.

Here is the article on that sale that was published in the *Carbondale Leader* on June 27, 1899:

**“SALE OF THE D. & H. CANAL. / Samuel P. Coykendall of Kingston Said to Be the Purchaser—Vice President Young is the Authority.** / Port Jervis, N. Y., June 24.—A letter was received in this place today from H. G. Young, second vice president of the Delaware & Hudson company at Albany, saying that the company had sold its canal, the entire distance of 108 miles, running from Rondout on the Hudson to Honesdale, Pa, to Samuel P. [sic]

Coykendall, the millionaire railroad and steamboat man of Kingston. Orders were sent here discharging the men who have been in charge of the locks and waste weirs since the company discontinued the running of boats. The object of the purchase can only be conjectured, but it is believed by well informed people that there is a big railroad scheme back of it and that it will be in the interest of the Delaware and Hudson company. Mr. Coykendall and this company are on very friendly terms, and it is only recently that he extended his Ulster and Delaware road to Oneonta, where it connects with the Delaware and Hudson and the coal of the latter road now finds its way to Kingston by means of this connection. . .” (*Carbondale Leader*, June 27, 1899, p. 5)

Undated clipping from 1899 in a Gritman scrapbook about the sale of the D&H Canal:

**“D. & H. Canal Sold. / A Kingston Capitalist Said to Be the Purchaser.** / H. G. Young, second vice-president of the Delaware and Hudson, stated Tuesday that the Delaware and Hudson canal has been sold to S. B. [sic] Coykendall, who controls the Ulster and Delaware railroad. / Information has been received at Port Jervis from sources that are deemed reliable to the effect that the Delaware and Hudson company has sold its canal the entire distance of 108 miles, running from Rondout on the Hudson to Honesdale, Pa., to Samuel B. [sic] Coykendall, the millionaire railroad and steamboat man, of Kingston, N. Y. Orders were sent to Port Jervis discharging the men who have been in charge of the locks and waste weirs since the company discontinued the running of boats.”

Will a railroad be built on the bed of the former D&H Canal? That is the primary question under discussion in the following article from the *Carbondale Leader* of June 28, 1899:

**“NEW RAILROAD LINE IN SIGHT. / Disposal of the Canal Property a Much Discussed Question—Other Industrial Notes.** / The reported sale of the Delaware & Hudson canal, from Rondout to Honesdale, to S. B. Coykendall [*COP*, p. 317, gives Coykendall’s name as S. D. Coykendall, which is correct], of Kingston, N. Y., was a much discussed topic among the railroad officials of the city yesterday. / Mr. Coykendall, the purchaser, is a heavy stockholder of the Delaware & Hudson company, and is a brother-in-law to H. G. Young, of Albany, second vice-president of the road. Mr. Coykendall also controls the Ulster and Delaware railroad, which terminates at Kingston, N. Y. Well informed people are strong in the belief that the purchase of the canal means the building of a railroad on the bed of the canal. The building of a railroad connecting with the Ulster and Delaware road would mean for the Delaware & Hudson road a short route to tidewater with easy grades. / C. S. Weston, real estate agent for the Delaware and Hudson company, at Scranton could not be seen by a reporter yesterday, he being out of the city. Other prominent officials of the company in Scranton, when spoken to regarding the sale of the



canal, said they thought a new railroad in this valley will be one of the results of the deal. / The sale of the Boston and Albany railroad to the New York Central, a few days ago, is of interest to the Delaware and Hudson. The Morgan-Vanderbilt syndicate, which is behind the sale, now practically control the coal of all roads sending their output to tidewater, with the exception of the Delaware and Hudson and one other. / A leading Delaware and Hudson man in conversation with a newspaper man yesterday made the significant statement that his company will now have to make certain concessions to 'get in out of the wet.' / It is understood that the purchase [of the D&H Canal] covers the canal prism, which has an average width of sixty feet, including the towpath but no property on that or the berme side. The length of the canal between Honesdale and Rondout is 108 miles and the purchase extends only to the first or what is known at Honesdale as the 'guard' lock, and does not include the basins above it, all of which, we are informed, are to be filled up. [The D. & H. will hold on to that portion of the canal between Rosendale\* and Kingston, which they will retain for the transportation of cement.] D. & H. engineers are still busy on the Moosic mountain and it is said that a locomotive road will be constructed over it the present summer and that the curves on the road between Honesdale and Waymart will be straightened. Men who claim to be informed on the subject say that the main line of the Erie will be run through Honesdale and Carbondale. Whether that company will use the tracks of the D. & H. or build an independent road and tunnel the mountain is not yet known. . . / There is one thing certain and that is if the Erie can in any way get into or nearer the thickly populated towns and cities dotting Lackawanna and Wyoming valleys with its main passenger and freight line, the road will command its share of the vast railway traffic these regions afford. Added to this great advantage, the grades of the road will be made easier and the line shorter. In fact it would make the Erie the shortest best, and in point of time the quickest great trunk line between New York and Chicago. / HONESDALIANS JUBILANT. / Today's issue of the *Independent* of Honesdale says: / There are many indications now that Honesdale may enjoy far better railway facilities and advantages than ever before and that an era of greater prosperity than the town has ever known awaits it down the way." (*Carbondale Leader*, June 28, 1899, p. 5)

From an article that was published in the *Ellenville Press*, and reprinted in the *Carbondale Leader* of August 2, 1899, we learn that S. D. Coykendall has offered to keep the canal open from Summitville to Rondout until a railroad is built, if it is not assessed over a thousand dollars a mile. Here is that article:

**"THE D. & H. CANAL. / Mr. Coykendall Will Keep It Open if It is Not Assessed Too Much.** / Superintendent Graham Rose, of the canal, and lawyer Van Etten, of Kingston; the Hon. I. N. Cox and Hunt, and Donaldson had a talk with the assessors on Tuesday, when, it was arranged that the canal in this town should be assessed at a thousand dollars a mile or \$12,500, and in consideration of this assessment, Mr. Rose and Mr. Van Etten agreed on the part of the new canal owners that the canal shall be kept open each season until a railroad is built to take its place. / Mr. Coykendall offered to keep the canal open from Summitville to Rondout until a

railroad is built, if it was not assessed over a thousand dollars a mile, and it is understood that we will have the use of the canal until we get a railroad.—*Ellenville Press*." (*Carbondale Leader*, August 2, 1899, p. 5)

41. From an article that was published in the June 27, 1899 issue of the *Carbondale Leader*, we learn that engineers and surveyors are surveying a route from Waymart to Edgerton colliery, in the company's (Which company? Edgerton?) coal fields. In that article we read: "The company secured options for the line some months ago, and by following the line of the canal in part it will afford a short route to tide water, as well as easy grades. . ." Here is that article:

"For the past week a corps of engineers and surveyors has been locating and surveying a route on the Moosic mountains from Waymart, Pa., to Edgerton colliery east of Mayfield, in the company's coal fields. The company secured options for the line some months ago, and by following the line of the canal in part it will afford a short route to tide water, as well as easy grades. . ." ("Sale of the D. & H. Canal," *Carbondale Leader*, June 27, 1899, p. 5)

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